



Former Inwards Parcels Office Historical Archaeological Assessment and Research Design

Prepared by AMBS Ecology & Heritage
for Urbis Pty Ltd

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Contents

1	Introduction.....	1
1.1	Description of the Site	1
1.2	Site and Surrounding Context	2
1.3	Project Description	3
1.4	Methodology Adopted to Undertake the Assessment	4
1.5	Likely Environmental Effects.....	4
1.6	Measures Proposed to Mitigate Adverse Effects.....	5
2	Legislative Context.....	6
2.1	Heritage Act 1977	6
3	Historic Context	8
3.1	Early Land Use.....	8
3.2	First Sydney Stations.....	15
3.3	Inwards Parcels Shed	20
4	Physical Analysis	23
5	Evaluation of the Archaeological Resource	29
5.1	Archaeological Sites in the Vicinity	29
5.1.1	<i>Central Railway Station, Haymarket</i>	29
5.1.2	<i>Lee Street Substation Site, Haymarket</i>	31
5.1.3	<i>Western Forecourt, Central Station</i>	34
5.2	Comparative Archaeological Sites	36
5.2.1	<i>Liverpool College of TAFE</i>	36
5.2.2	<i>Former Lidcombe Hospital Site, Heritage Precinct</i>	38
5.2.3	<i>Randwick Destitute Children's Asylum Cemetery</i>	40
5.2.4	<i>Hyde Park Barracks</i>	42
5.2.5	<i>Summary of Archaeological Potential</i>	43
5.3	Assessment of Archaeological Potential	45
5.3.1	<i>Integrity of the Resource</i>	45
5.3.2	<i>Research Potential</i>	48
6	Archaeological Significance	49
6.1	Assessment of Archaeological Significance	49
6.2	Statement of Archaeological Significance	51
7	Archaeological Research Design	53
7.1	Research Questions	53
7.2	Archaeological Management	54
7.2.1	<i>Heritage Induction</i>	54
7.2.2	<i>Archaeological Testing & Monitoring</i>	54
7.2.3	<i>Open Area Stratigraphic Excavation</i>	55
7.2.4	<i>Artefact Storage and Management</i>	55
7.2.5	<i>Final Archaeological Excavation Report</i>	56
8	Managing the Archaeological Resource and Future Research.....	57
	Bibliography.....	58

Tables

Table 5.1 Grading of archaeological significance and sensitivity (Heritage Council NSW, 2009: 4) ...45

Figures

Figure 1.1 Site location and Dimensions (Image Source BVN/SHoP).....	2
Figure 2.1 The State Heritage Register curtilage of the <i>Sydney Terminal and Central Railway Stations Group</i> with the Site boxed.....	7
Figure 3.1 1807 Plan of the town of Sydney in New South Wales, by Jas. Meehan, assistant surveyor of Lands, approximate location of Site arrowed (Source: National Library of Australia).....	8
Figure 3.2 Sketch of the Benevolent Asylum and Toll Gate pre 1830. The Main Building is to the right with the Kitchen and Superintendent's Building behind (Source: State Library of NSW, IE1130728, Views of Sydney and Surrounding District).	9
Figure 3.3 'Plan of Sydney with Pyrmont New South Wales: the latter the property of Edwn Macarthur Esqre, divided into allotments for building 1836'. The approximate location of the Site has been indicated. The Turnpike Gate has been arrowed (Source: https://nla.gov.au/nla.obj-232683131/view?searchTerm=plan+of+sydney+with+pyrmont#search/plan%20of%20sydney%20with%20pyrmont).....	10
Figure 3.4 'Tracing Showing the Benevolent Asylum', Surveyor General Sketch Book 5 Folio 2 dated 1844 (approximate location of Site overlaid). Note: Turnpike is arrowed (Source: State Library of NSW, IE195860).....	10
Figure 3.5 1855 Plan with Benevolent Asylum (approximate location of Site overlaid) (Source: City of Sydney Archives, <i>Detail Plans, 1855: Sheet 23</i> , [A-00880168]. < https://archives.cityofsydney.nsw.gov.au/nodes/view/1709095 >).	11
Figure 3.6 Benevolent Asylum 1871 (Source: State Library of NSW, IE1232164).....	12
Figure 3.7 Benevolent Asylum c.1892-1900, note the additional buildings behind the southern wing which are likely the buildings coded iron in Figure 3.7 (Source: State Library of NSW, IE3326895).	12
Figure 3.8 Detail of Sydney Water Archive Plan, BLKWTL3845, dated March 1888. The main sewer runs north-east to south-west across the Benevolent Asylum and the Site (the approximate location of Site is overlaid) (Source: Sydney Water Archives).....	13
Figure 3.9 Rygate & West Plan of Sydney, Sheet 43, dated August 1888, showing the Site (approximate location overlaid). Note: The buildings referenced as iron (coloured blue), south east of the Benevolent Asylum, are likely the buildings seen in Figure 3.6 (Source: City of Sydney Archives, [A-00880458] < https://archives.cityofsydney.nsw.gov.au/nodes/view/1709385 >)...	13
Figure 3.10 Benevolent Asylum on Pitt Street, sign for the auction of building material in forefront in preparation for the demolition and construction of Central Station. Note the slight uphill incline (Source: SL NSW, IE8546525, Glass Negatives of Sydney and Suburbs ca.1900-1914).	14
Figure 3.11 1901-1902 Benevolent Asylum after demolition, looking East towards Pitt Street (Source: State Library of NSW, IE8952327, Royal Australian Historical Society photonegatives).....	14
Figure 3.12 1901-1902 demolition of the Benevolent Asylum, looking West from Pitt Street South. Note: some fence lines of the asylum have been arrowed (Source: State Library of NSW, IE8952327, Royal Australian Historical Society photonegatives).	15
Figure 3.13 Sydney Station 1855, with the approximate location of the Site overlaid (Source: NSW State Library, IE8790300).	16
Figure 3.14 First Sydney Station, May 1871 (Source: State Library of NSW, IE1229095).	16
Figure 3.15 1865 Trigonometrical Survey – First Sydney Station, south of Devonshire Street. The approximate location of the southern portion of the Site is indicated (there is no Survey map for the location of the Asylum) (Source: City of Sydney Archives, <i>City of Sydney Trigonometrical Survey, 1855-1865: Block S2</i> , [A-00880408]. < https://archives.cityofsydney.nsw.gov.au/nodes/view/1709335 >).	17
Figure 3.16 Mortuary Station, Redfern, 1871 (Source: State Library of NSW, IE1229914).	17
Figure 3.17 Sydney's Second Station on Devonshire Street, ca.1882-1900 (Source; State Library of NSW, IE3326895).....	18
Figure 3.18 Looking south-east towards Redfern Station, cleared land for Central Station. The Site is not visible in this image (Source: State Library of NSW, IE11306447).	19
Figure 3.19 Eddy Avenue, levelled site with tramline stanchions in place, before paving. Looking south-east, cleared land for Central Station (Source: State Library of NSW, Box 14: Royal Australian Historical Society: photonegatives, ca. 1900-1925, IE8952327).....	19

Figure 3.20 Excavations looking towards Elizabeth Street (Source: State Library of NSW, Box 14: Royal Australian Historical Society: photonegatives, ca. 1900-1925, IE8952327).	20
Figure 3.21 Diagram of the layout of Central Station at the time of the opening. The Inwards Parcels Shed is depicted at the southern end of the station (boxed in red), note the lift indicated within the shed and the parcels dock adjacent (Source: The Daily Telegraph (2 August 1906) <i>New Railway Station</i> , p. 4, viewed 19 February 2020, < http://nla.gov.au/nla.news-article237638849 >.....	21
Figure 3.22 Central Station overlooking Railway Square, prior to 1913. Inwards Parcels Shed is seen to the right (Source: Weir Phillips Heritage & Planning 2018:15)	21
Figure 3.23 Central Station looking south. Inwards Parcels Shed and Post Office, 1910s, with chutes attached to the Post Office (Source: Weir Phillips Heritage & Planning 2018:15).....	22
Figure 4.1 View south-east towards the Devonshire Street Tunnel, running beneath the YHA.	23
Figure 4.2 View north-east of stairs to YHA from Devonshire Street Tunnel.	23
Figure 4.3 View south-east of ramp to YHA from Lee Street. Ambulance Avenue is left of this ramp.	24
Figure 4.4 View north-west from entrance of the YHA, towards the Adina Hotel.	24
Figure 4.5 Western elevation of the YHA.....	24
Figure 4.6 View south-west of windows into the dining area of the YHA, adjacent to the entrance (left).	24
Figure 4.7 View south-west of the YHA reception area.	24
Figure 4.8 View south-west of the dining area of the YHA.	24
Figure 4.9 View south-west of stairs leading to the mezzanine levels of the YHA.	25
Figure 4.10 View east of the YHA. Accommodation is accessed via the green gated door to the left, and carriage accommodation is accessed via illuminated door to the right.....	25
Figure 4.11 View north-east of accommodation accessed through gated door.	25
Figure 4.12 View north-east of the carriage accommodation at the rear of the YHA.	25
Figure 4.13 View east of two rows of carriage accommodation adjacent to Central Station platforms (illuminated in background).	25
Figure 4.14 View north-east of carriages, showing former rail siding associated with Central Station.	25
Figure 4.15 View west of Ambulance Avenue, towards Lee Street. The Adina Hotel is to the left.	26
Figure 4.16 View north-east of retaining wall north of Ambulance Avenue. The Central Station clocktower is in background.....	26
Figure 4.17 View east of Ambulance Avenue, from Lee Street, showing level beneath the YHA.	26
Figure 4.18 View south-east of level beneath the YHA.	26
Figure 4.19 View south-east of Ambulance Avenue, showing the underside of awning over basement level.	26
Figure 4.20 View south of room associated with CountryLink catering services beneath YHA.	26
Figure 4.21 View south-east of room associated with CountryLink catering services beneath YHA..	27
Figure 4.22 View east of tunnel beneath YHA leading to Central Station.	27
Figure 4.23 View south-west of room associated with CountryLink catering services beneath YHA.	27
Figure 4.24 View north-east of room associated with CountryLink catering services beneath YHA..	27
Figure 4.25 View south-east of room associated with CountryLink catering services beneath YHA..	27
Figure 4.26 View north of room associated with CountryLink catering services beneath YHA.....	27
Figure 4.27 View north-west of room associated with CountryLink catering services beneath YHA.	28
Figure 4.28 View south-west of tunnel beneath YHA, providing access to a garbage disposal and amenities (right).	28
Figure 4.29 View south-east of tunnel beneath the YHA that turns south-west, leading to Henry Deane Plaza.	28
Figure 4.30 View north-east of tunnel beneath YHA leading out to Ambulance Avenue.	28
Figure 5.1 Detail of <i>Map of the City of Sydney New South Wales</i> (12 Jan 1903), showing the Site and archaeological excavation sites in the vicinity. They are as follows: 1) The Site, 2) Central station Monitoring, 3) Lee Street Substation and 4) Western Forecourt Central Station (Source: https://archives.cityofsydney.nsw.gov.au/nodes/view/1709402).	29

Figure 5.2 Proposed work areas for archaeological monitoring and test/salvage excavations (Artefact, 2018: 79).....	30
Figure 5.3 View north of archaeological excavations at Central Station undertaken by Artefact Heritage (Sydney Metro, 2019: 2).	31
Figure 5.4 Detail of plan of archaeological findings at Lee Street Substation site 2016-2018 (area of excavation outlined in red). Areas shaded grey indicate concrete, orange indicates ceramic, pink represents brick, yellow indicates metal and brown indicates timber (AMAC, 2019: 63).....	32
Figure 5.5 Orthographic photo of the linear brick footings [066 and 080] as well as turntable footing [073] (AMAC, 2016: 84).	33
Figure 5.6 Detail of wagon turntable footing [073], facing north-east (AMAC, 2019: 125).	33
Figure 5.7 Plan of the Western Forecourt, with an overlay of former historic structures of the Benevolent Asylum and Christ Church parsonage. Due to the poor visibility of the structures in the overlay, they have been outlined in red. The locations of Trench 1 and 2 are also indicated (Casey & Lowe, 2009: 1).	35
Figure 5.8 Northern end of Trench 1 showing stone rubble interpreted as remains of Benevolent Asylum wall (Casey & Lowe, 2009: 8).....	35
Figure 5.9 Sandstone footing at the base of Trench 2 (Casey & Lowe, 2009: 11).	36
Figure 5.10 Location of historical relics identified during monitoring (shaded blue) (GML, 2009: 28).	38
Figure 5.11 View north of convict-built box drain (GML, 2009: 40).	38
Figure 5.12 Plan of the Lidcombe Hospital Precinct showing the areas that were subject to 2012 monitoring (shaded green). Buildings shaded yellow and red are no longer extant; those in yellow were constructed pre-1926, and those red were constructed 1927-1966 (GML, 2013: 21).	40
Figure 5.13 Plan of the distribution of the burials of the Randwick Destitute Children's Cemetery (Austral Archaeology & Godden Mackay, 1997b: 78).	41
Figure 5.14 Archaeological zoning plan of Levels 2 & 3 of the Hyde Park Barracks site following excavations in 1980-81. Areas labelled A are those that should not be disturbed, those labelled B should be investigated prior to proposed disturbances, those labelled C refer to disturbed or thoroughly investigated areas where no further archaeological work is required and D refers to the need for archaeological supervision of disturbances.	43
Figure 5.15 Current aerial of the Site overlayed with detail of Sydney Water plan dated March 1888 (Figure 3.8). Note: former structural elements have been outlined in black, former fence lines are indicated by dotted lines and the main sewer line by a dashed and dotted line. The boundary of the Site is indicated in white (Source: https://maps.six.nsw.gov.au/).	47
Figure 5.16 Current aerial of the Site overlayed with detail of Rygate & West, Plan of Sydney, dated August 1888 Map (Figure 3.9). Pink indicates stone, orange indicates wood and blue indicates iron. Note: former structural elements have been indicated with dashed lines, and former fence lines with dotted lines. The boundary of the Site is indicated in white (Source: https://maps.six.nsw.gov.au/).	48
Figure 6.1 Aerial of the Site, identified as having high archaeological sensitivity and state significance (https://maps.six.nsw.gov.au/).	52

Glossary

Term	Definition
Atlassian Site	8 – 10 Lee Street, Haymarket
The Project	Commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket
Block B or “Dexus/Fraser’s Site”	14-30 Lee Street, Haymarket. Adjoining land immediately to the south currently comprising three 8 storey commercial buildings
Block C or Adina Hotel	2 Lee Street, Haymarket The Former Parcels Post Office The Adina Apartment Hotel Sydney Central
Central Sydney	Land identified as Central Sydney under the Sydney LEP 2012 and includes Sydney’s Central Business District
Sub-precinct	Western Gateway Sub-precinct
Atlassian Central	The Atlassian tower building (building only)
Atlassian Central development	The whole Atlassian development within the Atlassian Site including the tower and public domain works
Devonshire Street Tunnel	The pedestrian and cycle tunnel running between Chalmers Street and Lee Street
Link Zone	The publicly accessible land within the Site
Central Walk West	The future western pedestrian entry to the new 19 metre wide underground concourse customers to suburban rail and Sydney Metro platforms
Habitat Level 1	Flexibly ventilated workspace areas
The Benevolent Society of NSW	Charitable organisation established c.1818 to relieve the poor, distressed, aged and infirm
The Benevolent Asylum	Established c.1819-20 by the Benevolent Society of NSW to house the infirm, aged, blind, lame and poor. Operated until 1901.

Abbreviations

Abbreviation	Meaning
CBD	Central Business District
CHL	Commonwealth Heritage List
CMP	Conservation Management Plan
Devonshire Tunnel	Devonshire Street Pedestrian Tunnel
DPC	NSW Department of Premier and Cabinet
DPIE/Department	NSW Department of Planning, Industry and Environment
DP	Deposited Plan
ED	Excavation Director
EIS	Environmental Impact Statement
HARD	Historical Archaeological Assessment and Research Design
HIS	Heritage Impact Statement
LGA	City of Sydney Local Government Area
m	Metre
NHL	National Heritage List
Parcels Office	Former Inwards Parcels Office
TNSW	Transport for NSW
SEARs	Secretary’s Environmental Assessment Requirements
SHR	State Heritage Register
SSD	State Significant Development
SSDA	State Significant Development Application
Sub-precinct	Western Gateway Sub-precinct
Sydney LEP 2012	Sydney Local Environmental Plan 2012
Urbis	Urbis Pty Ltd
WHL	World Heritage List

1 Introduction

AMBS Ecology & Heritage (AMBS) has been commissioned by Urbis Pty Ltd (Urbis) on behalf of Atlassian (the Applicant) to prepare this Historical Archaeological Assessment and Research Design in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

Specifically, this report addresses the following SEARs:

SEARs	Report Reference
<p>11. Heritage & Archaeology:</p> <p><i>If the SoHI identifies a potential impact on archaeology, an historical archaeological assessment should be prepared by a suitably qualified historical archaeologist in accordance with the Heritage Council of NSW Guidelines 'Assessing Significance for Historical Archaeological Sites and Relics' 2009 and 'Archaeological Assessments' 1996. This assessment should identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal on this potential resource. Test excavation may be appropriate to inform the EIS particularly where sites of State significance are anticipated. Where harm is likely to occur, the significance of the relics must be considered in determining an appropriate mitigation strategy. In the event that harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations.</i></p>	Sections 5, 6 & 7.

1.1 Description of the Site

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street; however, this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various strata. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- **Lot 116 in DP 1078271:** YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- **Lot 117 in DP 1078271:** This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimised basement and servicing outcome for the Site.
- **Lot 118 in DP 1078271:** This is currently in the ownership of TNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 vehicle access and services.
- **Lot 13 in DP 1062447:** This is currently in the ownership of TNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,485m² when measured at the Upper Ground Level.

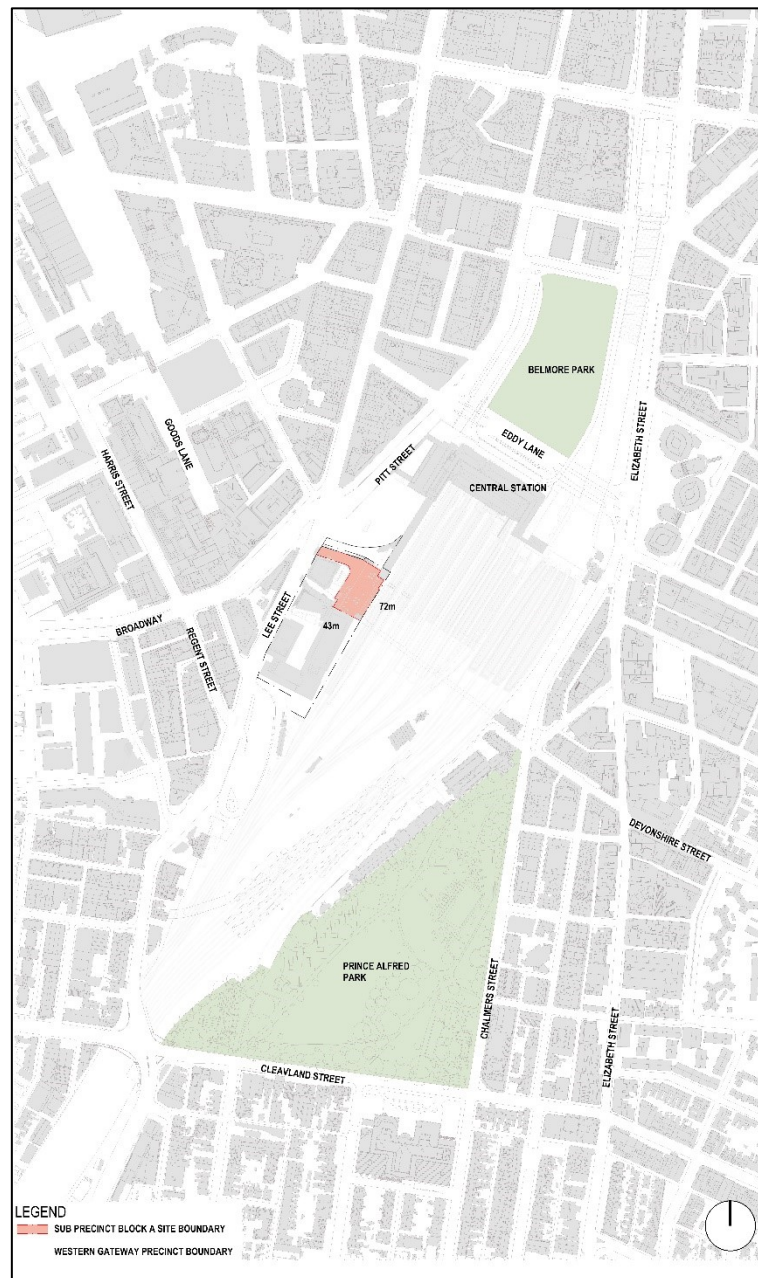


Figure 1.1 Site location and Dimensions (Image Source BVN/SHoP).

1.2 Site and Surrounding Context

The Site is directly adjacent to the Western Wing Extension of the Central Railway Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Existing vehicle access to the Site is via Lee Street, however the Lee Street frontage of the Site is only the width of the access handle.

Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian Tunnel, which runs east-west through Central Station under the existing railway lines.

The Site is situated in one of the most well-connected locations in Sydney. It is directly adjacent to Central Station Railway which provides rail connections across metropolitan Sydney, as well as regional and interstate connections and a direct rail link to Sydney Airport. The Site is also within close proximity to several educational institutes and is a city fringe location which provides access to key support services.

Central Railway Station is currently undergoing rapid transformation to allow for integration of rail, metro and light rail transport infrastructure. This will elevate the role of Central Station not only for transport but also enhance opportunities for urban renewal and revitalisation of the surrounding precinct. This is one of the key drivers for the identification of the Central SSP and the Western Gateway Sub-precinct to accommodate a new innovation and technology precinct.

The proximity of the Western Gateway Sub-precinct to the city, while still being located outside the core Sydney CBD, provides opportunity for it to evolve to attract technology and innovation companies. It has access to all required services while being sufficiently separate to the CBD to establish a distinct technology industry ecosystem. Its CBD fringe location will provide affordable commercial rents which will support Startups and entrepreneurs which are a key component of an innovation precinct.

1.3 Project Description

The proposed SSDA will facilitate the development of a new mixed-use development comprising *'tourist and visitor accommodation'* (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 38-storey mixed-use tower with basement loading dock facilities and EOT facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TNSW.

The building design has been conceived to support the delivery of a site plan designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.

The tower design is a demonstration project for Atlassian, representing their commitment to environmental sustainability and contemporary workplace settings through tower form and construction systems along with a set of emblematic outdoor workplaces stacked in the tower form.

The existing Parcels Shed will be adaptively re-used in accordance with best practice heritage process and form the upper level of a 2-storey entry volume that connects visually with the 2 level Link Zone. Over the roof of the Parcels Shed, a new privately owned but publicly accessible 'elevated park' will be created as the first part of a new upper level public realm that may extend to connect to a future Central Station concourse or future Over Station Development.

The proposed mixed-use tower directly adjoins a live rail environment to the east and public domain to the north, west and south. These works will consider these rail environments and have been designed to ensure that all NSW external development standards are achieved. This ensures there is no impact to the operation or safety of these NSW assets.

Interfaces from the overall site and especially the State works Link Zone have been designed in consultation with the adjoining stakeholders. These stakeholders include TNSW to the north and south, Toga and the Adina Hotel operator to the west and the Dexu Fraser's site to the south. Connections via the Link Zone, through the basements, and off the proposed new Link Zone dive ramp will be designed to enable existing and future developments to function in both the day 1 scenario and end state when all developers have completed their works.

The overall project aspiration is to create a world class tech precinct with effective pedestrian links through the Atlassian site to the Central Station western forecourt to Central Walk west and adjoining stakeholder's sites.

The construction of the tower includes basement car parking and as such will remove all underlying archaeology.

1.4 Methodology Adopted to Undertake the Assessment

This report is consistent with the principles and guidelines of the *Burra Charter: The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 2013* and current best practice guidelines as identified in the *NSW Heritage Manual* (1996), published by the Heritage Office and Department of Urban Affairs and Planning, and associated supplementary publications.

This HARD aims to identify the archaeological sensitivity and heritage significance associated with the study area to assist in the determination of recommendations that ensure the protection of the heritage values of the former Inwards Parcels Shed. This report has been prepared by Victoria Cottle and Madeleine Rodwell, AMBS Historic Heritage Consultants. Jennie Lindbergh, AMBS Director Historic Heritage and Lian Ramage, Senior Historic Heritage Consultant have provided input and reviewed this report.

A physical inspection of the Site was undertaken on 10 March 2020 by Victoria Cottle and Madeleine Rodwell, accompanied by Andrew Crisp, Urbis Senior Archaeology Consultant and Joseph Ravi, Avenor Australia Development Manager. All photographs in this report were taken by Madeleine Rodwell at this time unless otherwise identified.

1.5 Likely Environmental Effects

The CBD of Sydney has outstanding heritage significance for the evidence of the development of colonial Sydney since European settlement. The Site encompasses the former location of the Benevolent Asylum (c.1819-1901); the extant Former Inwards Parcels Office, c.1906, retains its original scale and form and now functions as the YHA.

The Project includes the provision of basements beneath the Parcels Office. Should the archaeological resources associated with the Benevolent Asylum be present the Project would result in complete removal of the potential archaeological features, deposits, and any remaining structural elements, including deposits that may contain archaeological relics. These resources have the potential to make an important contribution to research themes associated with early colonial history, and the operations of benevolent institutions. As such, the Site in its entirety has high research potential if archaeological resources are found to be present.

1.6 Measures Proposed to Mitigate Adverse Effects

The construction of basements below the Parcels Office for the Project would have an adverse and irreversible impact on any potential archaeological resource in the Site. The potential archaeological resource within the Site, if present with good integrity, is likely to have a high level of research potential and would meet the threshold for state heritage significance. Heritage NSW preferred management strategy is to retain archaeological resources in situ where possible, the proposed development has not presented this as a viable option; thus, an archaeological research design has been developed for the Site to provide a framework for archaeological investigations and to guide the management of the Site.

It has been suggested that should an archaeological investigation program reveal substantial state significant features, Atlassian would need to consider redesign of the proposed development in order to protect and preserve the resource. Where this is not possible, full salvage excavation of the archaeological resource should be undertaken.

2 Legislative Context

The conservation and management of heritage items, places, and archaeological sites takes place within the framework of relevant Commonwealth, State or local government legislation. Non-statutory heritage lists and registers, ethical charters, conservation policies, and community attitudes and expectations can also have an impact on the management, use, and development of heritage items. The following statutory and non-statutory lists and registers have been reviewed to identify the location and significance of historic heritage items and places in the vicinity of the Site:

- World Heritage List (WHL)
- National Heritage List (NHL)
- Commonwealth Heritage List (CHL)
- State Heritage Register (SHR)
- RailCorp's Heritage & Conservation (Section 170) Register
- National Trust of Australia (NSW) Register

No items within the Site are listed on the WHL, NHL or CHL.

2.1 Heritage Act 1977

The *Heritage Act 1977* (Heritage Act) provides protection for heritage places, buildings, works, relics, moveable objects, precincts and archaeological sites that are important to the people of NSW. These include items of Aboriginal and non-Aboriginal (historic) heritage significance. Where these items have particular importance to the people of NSW, they are listed on the State Heritage Register (SHR).

The former Inwards Parcel Office is listed on the SHR as part of the *Sydney Terminal and Central Railway Stations Group* (Item 01255) (Figure 2.1). The Inwards Parcel Shed is listed within the description of Precinct 3: Sydney Terminal as:

To the west of the southern end of Platform 1 is the Inwards Parcel Office. This was the loading dock for parcels and mail from the post office. The mail was loaded via a tunnel from the post office.

The RailCorp Heritage & Conservation (Section 170) Register identifies *Central Railway Station and Sydney Terminal Group* (Item 4801296) as having *technical heritage value in such elements as.... The early mail, parcels and luggage subway system* which includes the use of the Inwards Parcels Office.

The Inventory for the former Inwards Parcels Shed attached to the *Central Station Conservation Management Plan*, prepared by Rappoport Pty Ltd in 2013 includes a Statement of Significance, which although remains relevant, does not address the associated archaeology (see Section 6 below):

While containing much contemporary fabric and a c.2000 fit out as a Youth Hostel, overall, the former Inwards Parcels Shed continues to retain its original scale and form. Its significance is largely derived from its ability to document the c.1906 site and it also documents the history of the role of the Central Station site, and NSW Railways generally, in the development of postal services in NSW (Rappoport 2013: Part 7, Precinct 3, Item 318).

Urbis is preparing a site-specific Conservation Management Plan for the Former Inwards Parcels Shed to satisfy the SEARS for the proposed project, that will include an updated Statement of Significance.

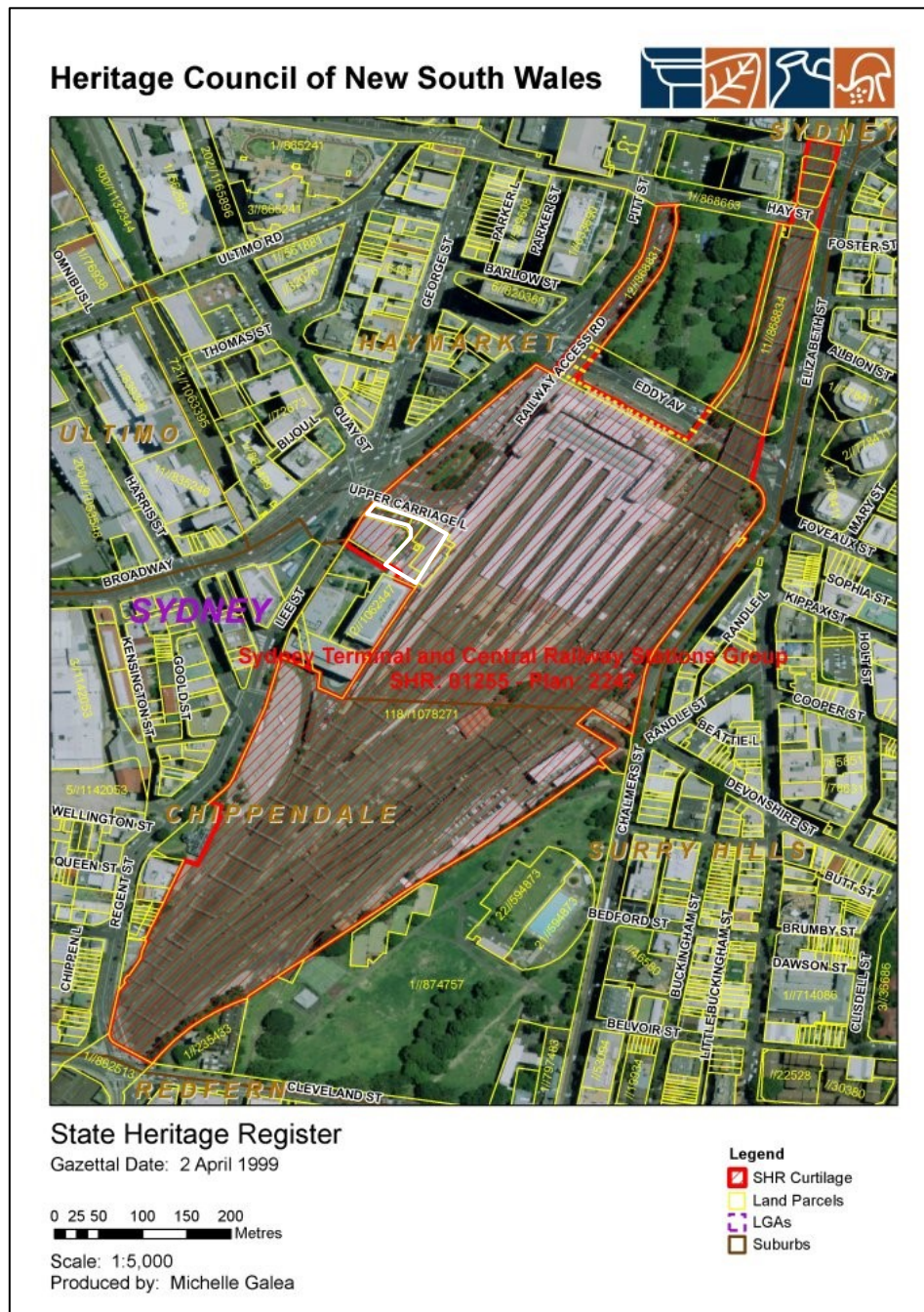


Figure 2.1 The State Heritage Register curtilage of the Sydney Terminal and Central Railway Stations Group with the Site boxed.

Approval under Section 4.12(8) of the *Environmental Planning & Assessment Act 1979* is pending, and as such, Approvals under Part 4 Sections 57 to 69 of the *Heritage Act 1977* will not be required. However, a Research Design describing the works and archaeological methodology in accordance with Heritage Council guidelines will fulfill the requirements of SEAR 11 'Archaeology and Heritage' by assessing the potential for relics to be present, their significance, impacts and appropriate management.

An archaeological relic is defined as meaning *any deposit, artefact, object or material evidence that:*

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of State or local heritage significance.

3 Historic Context

The following history is based on Section 3 of the *Heritage Impact Statement Former Inwards Parcels Shed, Nos. 8-10 Lee Street, Sydney* by Weir Phillips Heritage and Planning (2018).

3.1 Early Land Use

In the early days of the colony, the Site was in the outskirts of the city, the eastern portion of Sydney developed as the administration centre while the western portion was developed by the convicts, sailors and soldiers; however, there was little order to the development. The area surrounding the site of Central Station appears undeveloped in the 1807 Plan of Sydney; however, the area immediately to the north was the location of the brickfields (Figure 3.1).

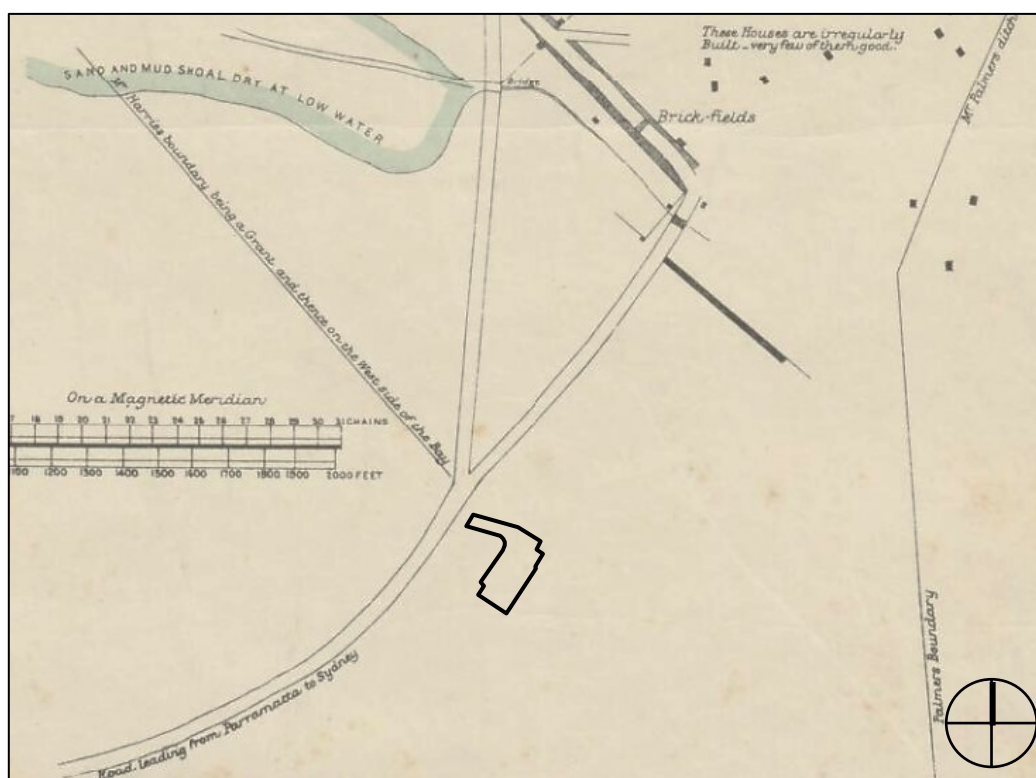


Figure 3.1 1807 Plan of the town of Sydney in New South Wales, by Jas. Meehan, assistant surveyor of Lands, approximate location of Site indicated (Source: National Library of Australia).

With the arrival of Governor Macquarie, the future site of Central Station began to be developed with the construction of the Carters Barracks (1820), the Benevolent Asylum (1819-1820) and the establishment of the Devonshire Street Cemetery (1820). Carters Barracks were built in 1819-1820 with the purpose of housing convict boys who were then taught a trade and given schooling and to house male prisoners who were sent out each day to work (Annable, 2009: 1). The barracks were described by Macquarie as being *at the "Brick Fields"* with a barrack for 200 male convicts and another barrack for 100 convict boys, separated by a High Party-Wall (Annable, 2009: 1). The barracks appeared to form a single building from the street. The cemetery, set behind the Asylum and Carters Barracks, was established in 1820 to replace the old burial grounds near present Town Hall.

Construction of the Benevolent Asylum began in late 1820 by the Benevolent Society, a charitable organisation which was first began in 1813 as The NSW Society for Promoting Christian Knowledge and Benevolence (Thorpe, 1998: 16). The Society was changed to The Benevolent Society of NSW in 1818 with the purpose to 'relieve the poor, the distressed, the aged, and the infirm' (Benevolent

Society 2020). The Asylum was built at the government's expense with the intention to house 50 to 60 infirm aged, blind, lame, poor persons and encouraged industrious habits whereby the inmates would provide in industries where they could learn skills to be able to support themselves. The Asylum was officially opened on 12 October 1821 (Annable, 2009: 19; Thorp, 1998: 12; Rathbone, 1994: 22).

The main building of the Asylum was a pseudo-classical, two-storey brick building that measured ninety-seven feet long and twenty-five feet wide; it faced Pitt Street and included a central staircase separating the men's dining room from the women's accommodation on the ground floor and providing access to the men's accommodation above (Rathbone, 1994: 22). A smaller building was situated behind the main building which housed the kitchen and Superintendent with a separate outhouse (Figure 3.2) (Annable, 2009: 20; Thorp, 1998: 12).

The 1830s saw a number of additions constructed as the Asylum exceeded its maximum capacity; by this time, the Asylum housed 144 inmates; this was more than double the number it was built to house (Figure 3.3 and Figure 3.4) (Rathbone, 1994: 28). In c.1830, a north wing was added by the society and in 1839 a south wing was built with government funding, providing hospital facilities and additional accommodation (Rathbone, 1994: 27). In 1839, the building was described as *one of the handsomest public edifices in Sydney.... in an airy and agreeable situation* and, with the extensions, allowed for the accommodation of 200 people (Thorp, 1998: 12). By the 1850s, additions were made to the east of the kitchen wing and the southern wing was further extended (Figure 3.5) (Annable, 2009: 20).



Figure 3.2 Sketch of the Benevolent Asylum and Toll Gate pre 1830. The Main Building is to the right with the Kitchen and Superintendent's Building behind (Source: State Library of NSW, IE1130728, Views of Sydney and Surrounding District).

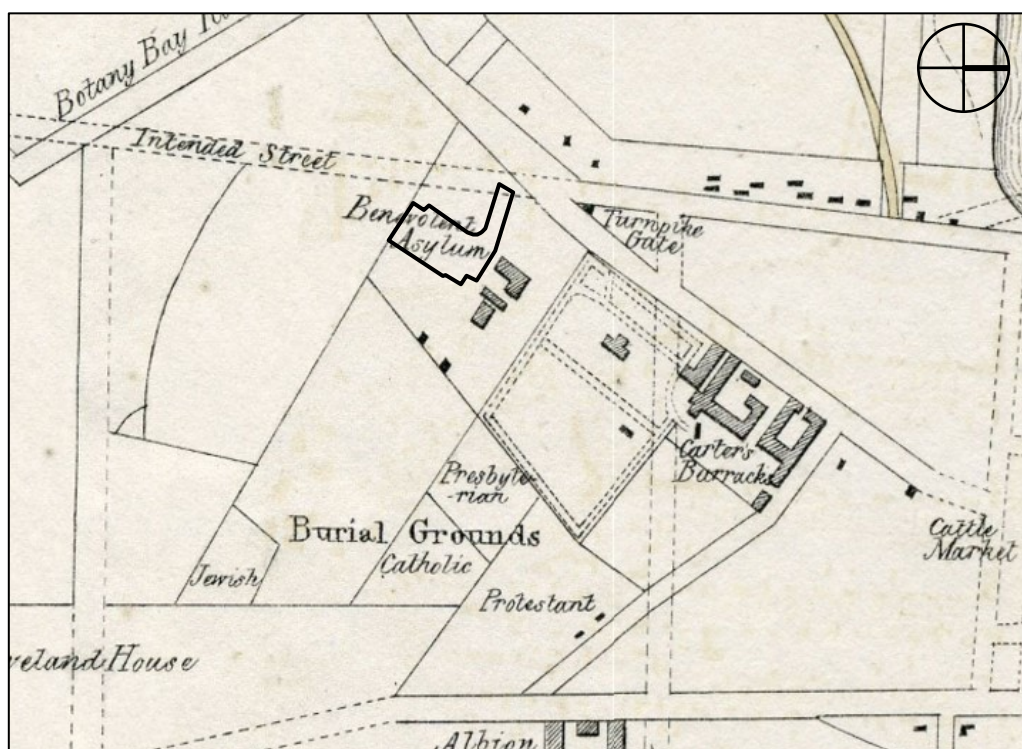


Figure 3.3 'Plan of Sydney with Pyrmont New South Wales: the latter the property of Edwin Macarthur Esqre, divided into allotments for building 1836'. The approximate location of the Site has been indicated (Source: <https://nla.gov.au/nla.obj-232683131/view?searchTerm=plan+of+sydney+with+pyrmont#search/plan%20of%20sydney%20with%20pyrmont>).



Figure 3.4 'Tracing Showing the Benevolent Asylum', Surveyor General Sketch Book 5 Folio 2 dated 1844 (approximate location of Site overlaid) (Source: State Library of NSW, IE195860).

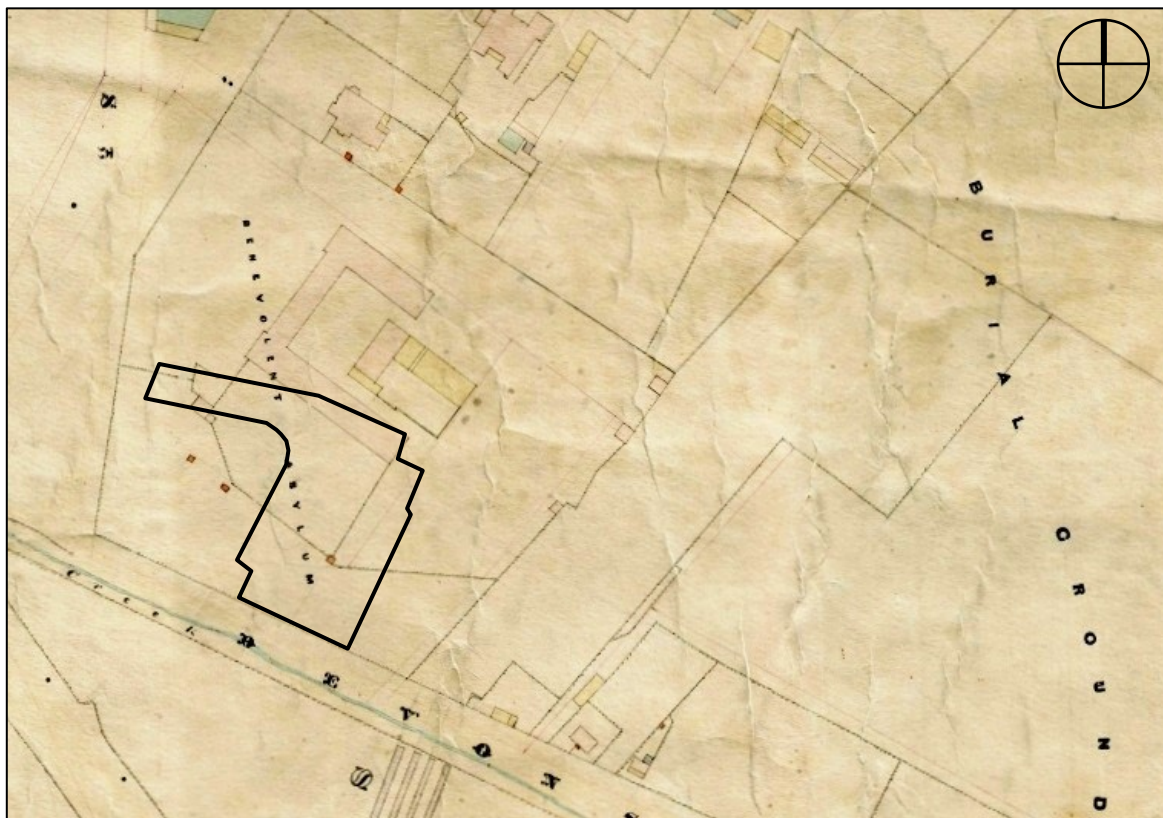


Figure 3.5 1855 Plan with Benevolent Asylum (approximate location of Site overlaid) (Source: City of Sydney Archives, *Detail Plans, 1855: Sheet 23*, [A-00880168]. <<https://archives.cityofsydney.nsw.gov.au/nodes/view/1709095>>).

Despite the extensions made in the 1830s, the Asylum suffered from extreme overcrowding, housing almost 500 inmates by 1849 (Davies et al, 2013: 24). In 1851, male inmates were transferred to the Liverpool Hospital which had recently been converted after ceasing as a convict hospital (Davies et al, 2013: 24). The Benevolent Asylum then devoted its efforts to the relief of poor and needy women and abandoned children. With the Benevolent Asylum, House of the Good Shepherd and the Sydney Female Refuge, the area became devoted to the care of women and children (Annable, 2009: 20). In 1862, 150 women were transferred to the Hyde Park Barracks Asylum for the Infirm and Destitute which had recently been established (Davies et al, 2013: 24).

In 1874, the Benevolent Asylum was refurbished, including some minor alterations to the exterior, the removal of outbuildings, the replacement of the boundary fence and landscaping works to the front (demonstrated by a comparison of Figure 3.6 and Figure 3.7) (Thorp, 1998: 12). In c.1860s water was reticulated in the area and by the late 1870s it had been connected to the sewer (Figure 3.8) (Aird, 1961: 11; Henry, 1939: 157). The Benevolent Asylum continued operating, with no further alterations, until it was resumed for the construction of Central Station in 1901 (Figure 3.9).

The land from the north of Devonshire Street to the south of Garden Road (now Eddy Avenue) and across to Elizabeth Street was resumed for the purposes of constructing Central Station in 1901. This included the demolition of all buildings within this area and the reinterment of the graves from within the cemetery. The buildings were demolished by day labour and the materials that were salvaged were sold (Figure 3.10, Figure 3.11 and Figure 3.12).



Figure 3.6 Benevolent Asylum 1871 (Source: State Library of NSW, IE1232164).



Figure 3.7 Benevolent Asylum c.1892-1900, note the additional buildings behind the southern wing which are likely the buildings coded iron in Figure 3.7 (Source: State Library of NSW, IE3326895).

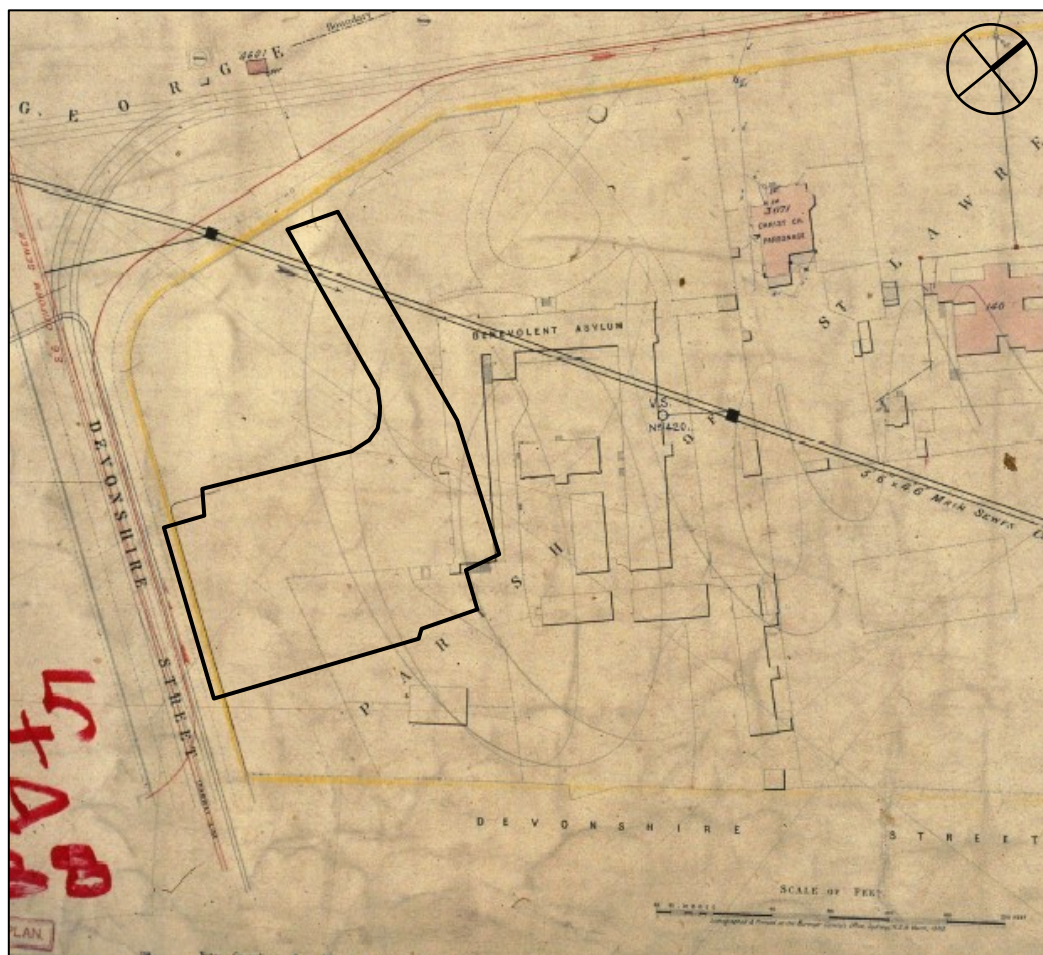


Figure 3.8 Detail of Sydney Water Archive Plan, BLKWTL3845, dated March 1888. The main sewer runs north-east to south-west across the Benevolent Asylum and the Site (the approximate location of Site is overlaid) (Source: Sydney Water Archives).

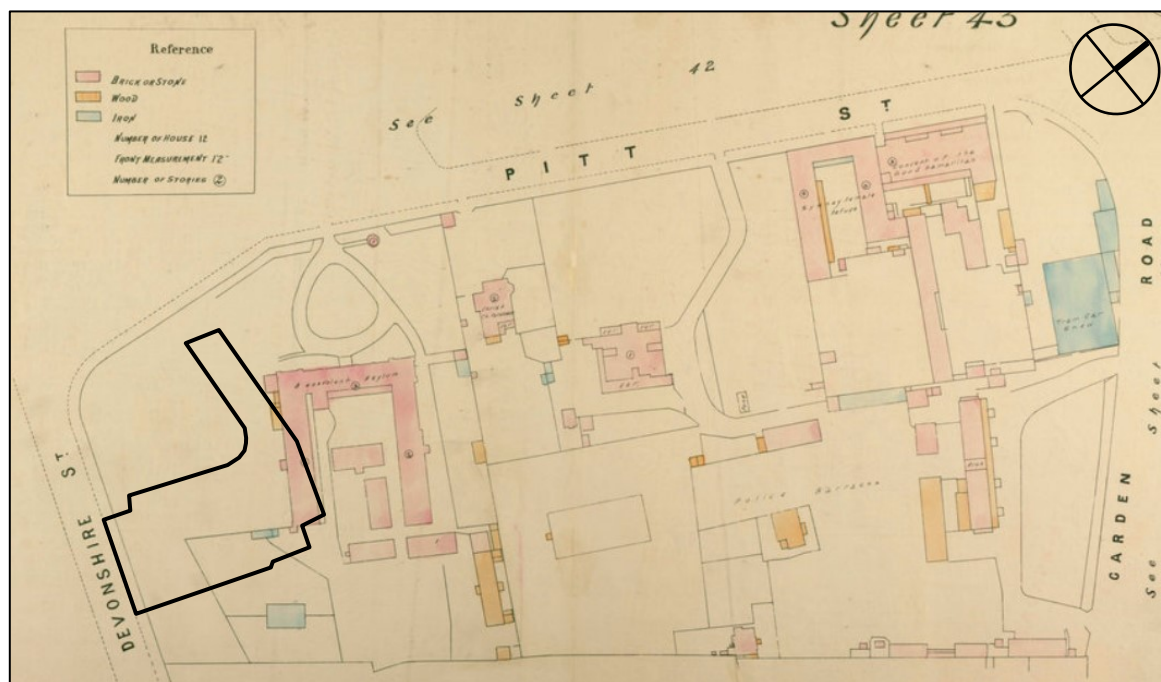


Figure 3.9 Rygate & West Plan of Sydney, Sheet 43, dated August 1888, showing the Site (approximate location overlaid). Note: The buildings referenced as iron (coloured blue), south east of the Benevolent Asylum, are likely the buildings seen in Figure 3.6 (Source: City of Sydney Archives, [A-00880458] <<https://archives.cityofsydney.nsw.gov.au/nodes/view/1709385>>).



Figure 3.10 Benevolent Asylum on Pitt Street, sign for the auction of building material in forefront in preparation for the demolition and construction of Central Station. Note the slight uphill incline (Source: SL NSW, IE8546525, Glass Negatives of Sydney and Suburbs ca.1900-1914).



Figure 3.11 1901-1902 Benevolent Asylum after demolition, looking East towards Pitt Street (Source: State Library of NSW, IE8952327, Royal Australian Historical Society photonegatives).



Figure 3.12 1901-1902 demolition of the Benevolent Asylum, looking West from Pitt Street South. Note: some fence lines of the asylum have been arrowed (Source: State Library of NSW, IE8952327, Royal Australian Historical Society photonegatives).

3.2 First Sydney Stations

Proposals for a public railway began in the 1840s. In 1846 a public meeting resulted in the commissioning of a feasibility report for a railway between Sydney and Goulburn. By 1848, the Legislative Council had made a series of resolutions providing for the construction of a railway via private enterprise with some government support. The following year, the Sydney Railway Company was formed. The area between Devonshire and Hay Streets was first considered for the new railway terminus; however, the Cleveland Paddocks, between Devonshire and Cleveland Streets, was already available and provided a cheaper alternative (Thorp, 1998: 17). The paddocks were a large undeveloped area of land used to rest livestock which transported goods to and from the city.

Sydney's first railway station was opened, as Redfern, in 1855 and comprised a single timber platform with a track covered by a corrugated iron shed and an iron building with a lean-to roof for public rooms and offices (Figure 3.13 and Figure 3.14). The following year, Redfern station was expanded to include an engine shed, carriage shed and goods shed. The majority of buildings were constructed of wood with only a few constructed of brick or stone, as indicated in the 1865 Trigonometrical Survey (Figure 3.15). The construction of the first Sydney Railway also included the construction of the Mortuary Station which began in 1852; however, it was not completed until the 1860s (Figure 3.16) (Thorp, 1998: 17). As Devonshire Street Cemetery began to overflow, the government acquired 200 acres of land at Haslem's Creek to be used as a cemetery, known as Rookwood cemetery. Funeral services began in 1867, leaving Sydney twice daily (Rappoport, 2013: 38).

On 26 September 1855, the first timetabled train departed for Parramatta, the line was double track until Newtown and then a single track to Parramatta; however, the line was soon duplicated all the way to Parramatta. By 1856, a line to Liverpool had also been completed (Rappoport, 2013: 35). At this time, it was proposed to connect the railway to the rest of the city; the costs of the project were deemed too excessive and instead, a horse tramway was built to Circular Quay. The

tram was opened in 1861 and timetabled to coincide with the trains; however, was replaced in 1866 by horse drawn omnibuses (Rappoport, 2013: 36). The eastern portion of the paddocks was dedicated as a reserve for public recreation and named Prince Alfred Park in 1865.

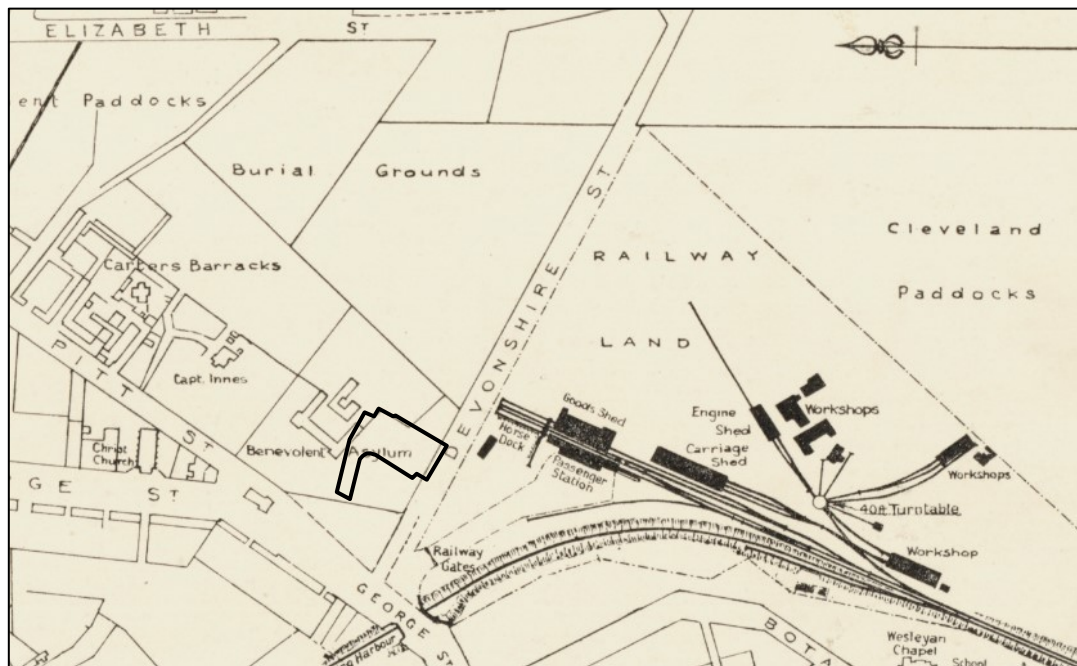


Figure 3.13 Sydney Station 1855, with the approximate location of the Site overlaid (Source: NSW State Library, IE8790300).



Figure 3.14 First Sydney Station, May 1871 (Source: State Library of NSW, IE1229095).

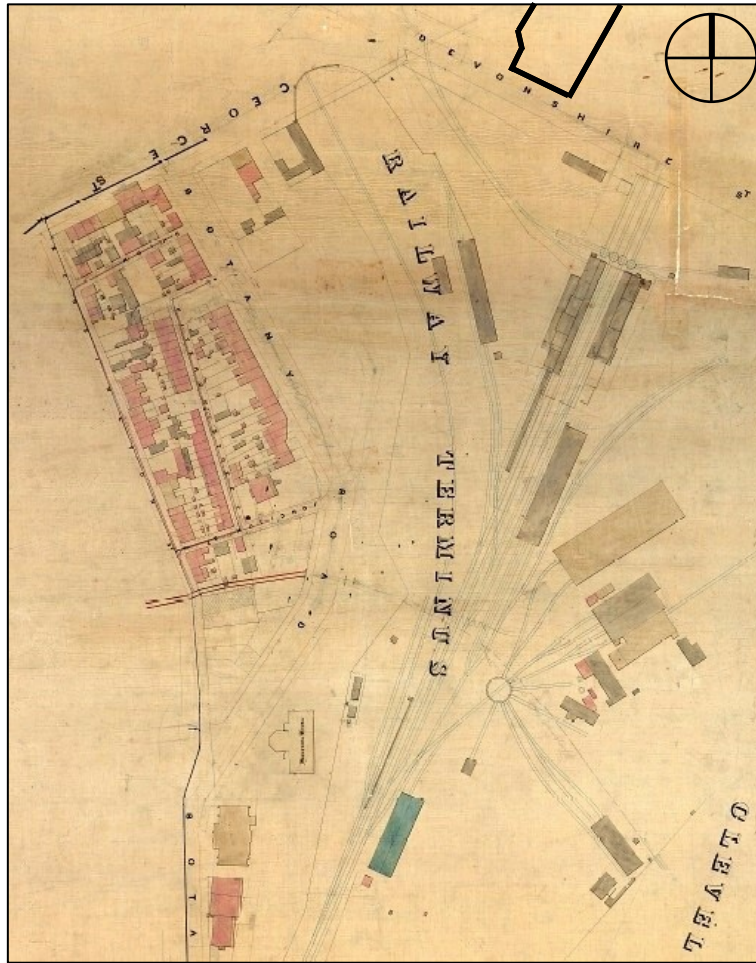


Figure 3.15 1865 Trigonometrical Survey – First Sydney Station, south of Devonshire Street. The approximate location of the southern portion of the Site is indicated (there is no Survey map for the location of the Asylum) (Source: City of Sydney Archives, *City of Sydney Trigonometrical Survey, 1855-1865: Block S2*, [A-00880408]. <<https://archives.cityofsydney.nsw.gov.au/nodes/view/1709335>>).



Figure 3.16 Mortuary Station, Redfern, 1871 (Source: State Library of NSW, IE1229914).

As a result of public pressure for a permanent station, a new station was built in the same location in 1871 and opened in 1874. The new station building was a neo-classical brick construction with

two platforms. A third platform was constructed in 1878 to meet the demands of the increasing number of passengers (Thorp, 1998: 17). Additional carriage sheds, good sheds, workshops, siding and other infrastructure were also constructed. The number of platforms were eventually increased to 13, with the original platforms becoming platforms five and six (Figure 3.17).

The increase of inland railway construction began to put pressure on Sydney station, in 1884, to deal with the increased traffic, the lines were quadrupled. It soon became clear that there was not sufficient space in Sydney yard to maintain the servicing needs of the rail network. Plans were made in 1871 to build railway workshops at Eveleigh which was completed in 1887 (Rappoport, 2013: 39). A temporary steam tram was established to connect the station to the city ahead of the International Exhibition in 1879; however, it was extended into the suburbs in the 1880s due to its popularity. The late 1880s and 1890s saw the increased development of the suburban network (Rappoport, 2013: 40).



Figure 3.17 Sydney's Second Station on Devonshire Street, ca.1882-1900 (Source; State Library of NSW, IE3326895).

In 1891, Edward Eddy submitted proposals to build a large terminus for country trains at the present site of Central Station. With the economic downturn of the 1890s, the project was not reconsidered until 1897. In June 1900, the Parliamentary Standing Committee on Public works adopted the Devonshire Street proposal after also considering Hyde Park (Rappoport, 2013: 42). The Benevolent Asylum, Christ Church Parsonage, Police Barracks, steam tram depot, Police Superintendent's residence, Carters Barracks and Devonshire Street Cemetery were all resumed slated for demolition to make way for Central Station in 1901 and 1902. There is little evidence of materials being reused for the new station; however, as previously mentioned, many materials had been auctioned as could be seen in the advertisement outside of the Benevolent Asylum (Figure 3.10). One example of materials being reused is the cast iron columns from the old station being used in the awning over the parcels dock (Thorp, 1998: 20).

Walter Liberty Vernon, the first NSW Government Architect, along with an advisory board designed the main building after an Act of Parliament enabled the construction of the new station in 1900 (Rappoport, 2013: 46). The terminus was built in two stages due to funding issues, the first stage, including the parcels shed, was completed by 1906 and the second stage between 1915 and 1921. By mid-1902 it was reported that *all the old buildings and the human remains have been removed from the site... the levelling of the whole site is practically finished...* (Thorp, 1998: 20). The earth works included the excavation and levelling of the area on the eastern side of the block – on the

Devonshire Street Cemetery side – and building up areas in the north-west along Lee Street to make Central Station level with the old station (Figure 3.18 to Figure 3.20) (Thorp, 1998: 20). Edward O’Sullivan, Minister of Public Works, laid the Foundation stone near the corner of Eddy Avenue and Pitt Street in 1902 (Rappoport, 2013: 47).



Figure 3.18 Looking south-east towards Redfern Station, cleared land for Central Station. The Site is not visible in this image (Source: State Library of NSW, IE11306447).



Figure 3.19 Eddy Avenue, levelled site with tramline stanchions in place, before paving. Looking south-east, cleared land for Central Station (Source: State Library of NSW, Box 14: Royal Australian Historical Society: photonegatives, ca. 1900-1925, IE8952327).



Figure 3.20 Excavations looking towards Elizabeth Street (Source: State Library of NSW, Box 14: Royal Australian Historical Society: photonegatives, ca. 1900-1925, IE8952327).

During the first construction stage, the Main Concourse, Booking Hall, Waiting Rooms, Dining and Refreshment Rooms, Cloak Rooms, Barbers Saloon, parcels dock and the rail sidings and yard in the Western Yard Precinct were all completed (Rappoport, 2013: 47). Pedestrian and passenger movement was separated from other movement around the station to avoid conflicts. Road traffic entered from the corner of Hay and Pitt Streets, travelling along a ramp parallel to the tram lines and left via Railway Square. Vehicles entering the parcels offices followed a one-way route with a separate entrance and exit in Pitt Street (Rappoport, 2013: 48).

The Sydney Terminus building was opened in August 1906 with the first train leaving from Platform 12, soon eight platforms were in operation and the old station was demolished. By October 1906, all 15 platforms were operating (Rappoport, 2013: 48).

3.3 Inwards Parcels Shed

The brick buildings of the parcels area were located adjacent and beneath Platform 1, the Outwards Parcels Shed was located near the corner of Eddy Avenue on the lower level of the station. The Inwards Parcel Shed was built at platform level at the southern end of Platform 1, on the western side and was reached by ramp from Railway Square (Figure 3.21) (Rappoport, 2013: 48). The shed was described in *The Daily Telegraph* as being in the basement of the western wing where *the visitor finds first the lower inwards parcels office, combined with the mail-room, both of great and lofty extent* (*The Daily Telegraph*, 1906: 4).

It comprised a corrugated metal shed with a loading dock and yard situated on its western side. The Inwards Parcels Shed was constructed with corrugated fibreglass skylights which supplemented internal lighting and corrugated metal walls which had few openings. Internally, there were four rows of columns – two running down the length of the shed and one row along each of the walls.

The shed was intended as a clearing house for packages that arrived from the country. Luggage and mail that arrived at Central via trains moved through a series of subways and loading docks beneath the concourse and platforms, removing them from public places (Rappoport, 2013: 48). Parcels were delivered to the shed via a ramp adjacent to the Parcels Post Office and vehicles exited over a bridge that spanned the Devonshire Street pedestrian subway and came down onto Lee Street (Figure 3.22).

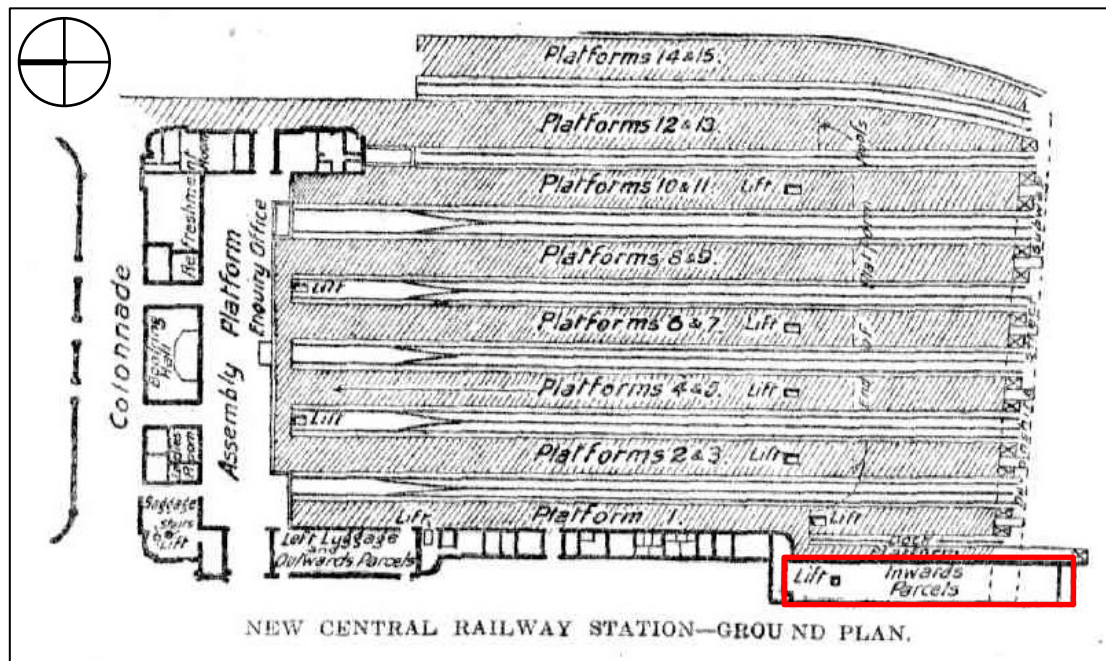


Figure 3.21 Diagram of the layout of Central Station at the time of the opening. The Inwards Parcels Shed is depicted at the southern end of the station (boxed in red), note the lift indicated within the shed and the parcels dock adjacent (Source: The Daily Telegraph (2 August 1906) *New Railway Station*, p. 4, viewed 19 February 2020, <<http://nla.gov.au/nla.news-article237638849>>).



Figure 3.22 Central Station overlooking Railway Square, prior to 1913. Inwards Parcels Shed is seen to the right (Source: Weir Phillips Heritage & Planning 2018:15)

The Parcels Post Office was opened in c.1913 and was constructed adjacent to the Inwards Parcels Shed. The building was built of brick with stone dressings, it was originally four storeys and was extended to six (Thorp, 1998: 21). External parcel chutes were built onto the eastern façade which lead to the passageway under the Inwards Parcels Shed (Figure 3.23). These chutes were removed in the late twentieth century.



Figure 3.23 Central Station looking south. Inwards Parcels Shed and Post Office, 1910s, with chutes attached to the Post Office (Source: Weir Phillips Heritage & Planning 2018:15).

In 1999-2000, the Inwards Parcel Dock, West Carriage Shed and Parcels Dock awning were demolished for the Henry Deane Park Plaza development. These were located outside of the current Site; however, were in close proximity.

In c.2000, the Inwards Parcels Shed was converted into backpackers' accommodation. These works included an exterior dining and lounge area which occupies the former parcels platform on the western side, a small swimming pool and interior dining area in a section of the former yard on the eastern side, aluminium windows have been built into the façade, a contemporary kitchen, reception area and sleeping accommodation and a mezzanine level was built at the southern portion of the building for further accommodation.

4 Physical Analysis

The Site is bound by Ambulance Avenue to the north, Central Station CountryLink platforms to the east, Henry Deane Plaza to the south and Lee Street and the Adina Hotel to the west. The site is accessed via stairs from the Devonshire Street Tunnel (running beneath the site to Central Station) and a ramp to the site off Lee Street (north of the Adina Hotel) (Figure 4.1 to Figure 4.4).

The building is a rectangular, timber-framed structure, clad in corrugated metal sheets, with a gable roof also clad in corrugated metal. The roof extends out on the eastern and western sides; timber rafters are fixed to timber purlins, supported by timber columns (Figure 4.5). There are aluminium-framed windows around the building.

The western elevation of the building contains the entrance (Figure 4.6). This entrance leads into the main reception and lobby area of the YHA atop a floating concrete floor (Figure 4.7). To the west of the reception desk is a dining room (Figure 4.8). There is a mezzanine level accessed via stairs in the lobby that lead to additional accommodation for the hostel (Figure 4.9). The lower level of accommodation within the building is accessed through a gated door north of the lobby (Figure 4.10 and Figure 4.11). A door on the eastern elevation of the building leads to additional exterior accommodation immediately adjacent to the CountryLink platforms of Central Station; a glass barrier separates the carriages from the platforms (Figure 4.12 to Figure 4.13). Four dormitories resembling railway carriages stand on a rail siding off the original Platform 1 of Central Station (Figure 4.14).

Ambulance Avenue provides access to the 'basement' level beneath the YHA; it is situated between the curved brick retaining walls of the Western Forecourt of Central Station to the north, and the ramp from Lee Street to the south (Figure 4.15 to Figure 4.17). A corrugated metal awning attached to the retaining wall of the Lee Street ramp extends out over the basement level (Figure 4.18 and Figure 4.19). This lower level consists of concrete vaults, with masonry walls supporting the floor of the YHA above. These vaults function as workshop spaces associated with catering services for the CountryLink trains, as well as garbage disposal facilities and amenities (Figure 4.20 to Figure 4.30). There are various tunnels in this basement level, with one leading to Central Station and another to Henry Deane Plaza (Figure 4.22 and Figure 4.29).



Figure 4.1 View south-east towards the Devonshire Street Tunnel, running beneath the YHA.



Figure 4.2 View north-east of stairs to YHA from Devonshire Street Tunnel.



Figure 4.3 View south-east of ramp to YHA from Lee Street. Ambulance Avenue is left of this ramp.



Figure 4.4 View north-west from entrance of the YHA, towards the Adina Hotel.



Figure 4.5 Western elevation of the YHA.



Figure 4.6 View south-west of windows into the dining area of the YHA, adjacent to the entrance (left).



Figure 4.7 View south-west of the YHA reception area.



Figure 4.8 View south-west of the dining area of the YHA.



Figure 4.9 View south-west of stairs leading to the mezzanine levels of the YHA.



Figure 4.10 View east of the YHA. Accommodation is accessed via the green gated door to the left, and carriage accommodation is accessed via illuminated door to the right.

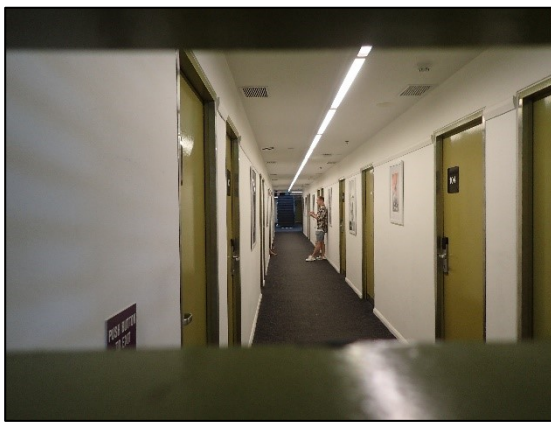


Figure 4.11 View north-east of accommodation accessed through gated door.



Figure 4.12 View north-east of the carriage accommodation at the rear of the YHA.



Figure 4.13 View east of two rows of carriage accommodation adjacent to Central Station platforms (illuminated in background).



Figure 4.14 View north-east of carriages, showing former rail siding associated with Central Station.



Figure 4.15 View west of Ambulance Avenue, towards Lee Street. The Adina Hotel is to the left.



Figure 4.16 View north-east of retaining wall north of Ambulance Avenue. The Central Station clocktower is in background.



Figure 4.17 View east of Ambulance Avenue, from Lee Street, showing level beneath the YHA.



Figure 4.18 View south-east of level beneath the YHA.



Figure 4.19 View south-east of Ambulance Avenue, showing the underside of awning over basement level.



Figure 4.20 View south of room associated with CountryLink catering services beneath YHA.



Figure 4.21 View south-east of room associated with CountryLink catering services beneath YHA.

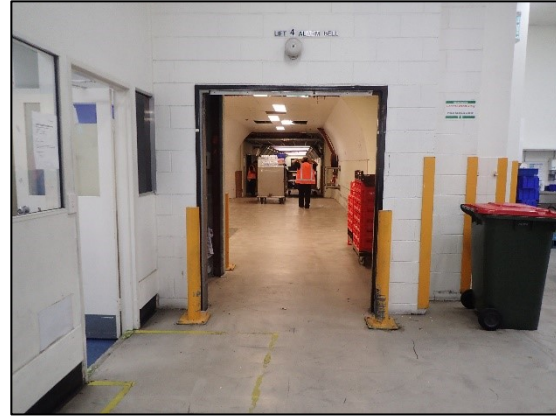


Figure 4.22 View east of tunnel beneath YHA leading to Central Station.



Figure 4.23 View south-west of room associated with CountryLink catering services beneath YHA.



Figure 4.24 View north-east of room associated with CountryLink catering services beneath YHA.



Figure 4.25 View south-east of room associated with CountryLink catering services beneath YHA.



Figure 4.26 View north of room associated with CountryLink catering services beneath YHA.



Figure 4.27 View north-west of room associated with CountryLink catering services beneath YHA.

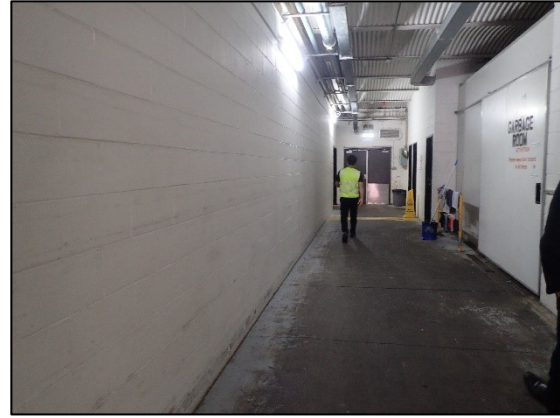


Figure 4.28 View south-west of tunnel beneath YHA, providing access to a garbage disposal and amenities (right).

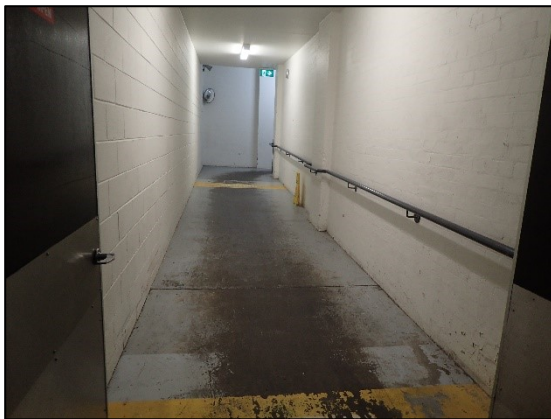


Figure 4.29 View south-east of tunnel beneath the YHA that turns south-west, leading to Henry Deane Plaza.

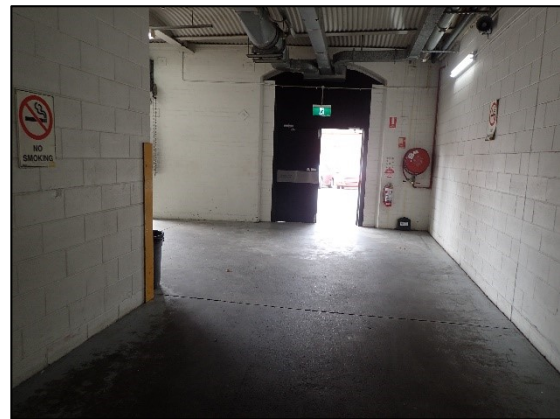


Figure 4.30 View north-east of tunnel beneath YHA leading out to Ambulance Avenue.

5 Evaluation of the Archaeological Resource

5.1 Archaeological Sites in the Vicinity

Relevant archaeological investigations within the vicinity of the Site are (Figure 5.1):

- Central Railway Station, Haymarket, assessed by Artefact Heritage in 2018, and excavated in 2019 (report pending).
- Lee Street Substation, Haymarket investigated by AMAC from 2016 to 2018
- Western Forecourt, Central Station, excavated by Casey & Lowe in 2009

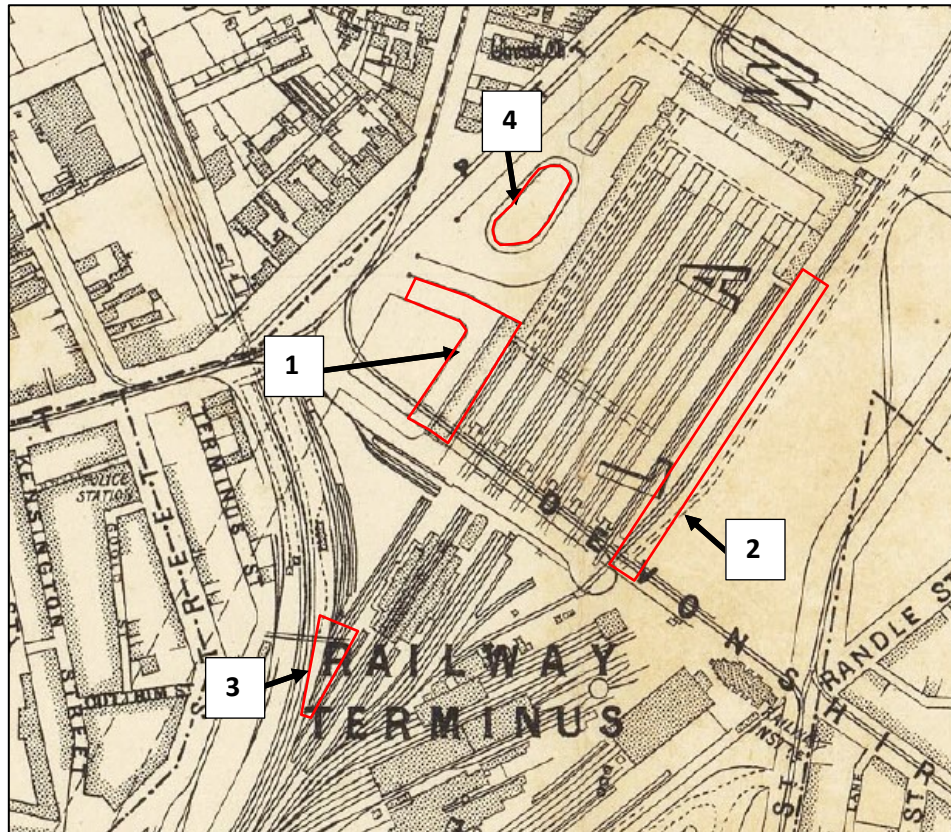


Figure 5.1 Detail of *Map of the City of Sydney New South Wales* (12 Jan 1903), showing the Site and archaeological excavation sites in the vicinity. They are as follows: 1) The Site, 2) Central station Monitoring, 3) Lee Street Substation and 4) Western Forecourt Central Station (Source: <https://archives.cityofsydney.nsw.gov.au/nodes/view/1709402>).

5.1.1 Central Railway Station, Haymarket

In 2018, Artefact Heritage prepared an *Archaeological Method Statement (AMS)* for Central Station as part of the Sydney Metro City & Southwest Chatswood to Sydenham project. The proposed works included the construction of a new Station Box with two new platforms below the existing Platforms 13-15, and two new concourses (Artefact, 2018: 10). The archaeological management approach that was outlined in the document involved archaeological monitoring and test and salvage excavations within the proposed work areas (Figure 5.2) (Artefact, 2018: 29).

Four occupation phases were identified for the site; the following is a summary of the archaeological potential provided in the AMS for these four phases:

1. Early European settlement and the Devonshire Street Cemetery (1788-1855): It was demonstrated that the proposed works were located within the curtilage of the former Devonshire Street Cemetery and Cleveland Paddocks (Artefact, 2018: 53). However, it was stated that there was a low potential for State significant archaeological remains

associated with this phase to be revealed; *it is likely that the majority of the graves were exhumed and that the original landscape that they were buried in has been nearly entirely disturbed* (Artefact, 2018: 61).

2. The first and second railway stations (1855-1900): It was identified that there was moderate-high potential for State significant remains of this phase to be uncovered, particularly evidence of the former main rail sidings and train storage areas, train turntables and the Prince Alfred Sewer (Artefact, 2018: 53-54).
3. The twentieth century land resumptions and station expansion involving exhumation of burials from the Devonshire Street Cemetery (1900-1930): The archaeological resource of this phase was also identified as moderate-high potential, as the proposed work areas encompassed the original railway platforms of the third Central Station (Artefact, 2018: 53-54). The archaeological resources of this phase would be of local heritage significance.
4. The mid-late-twentieth century station modifications (1930-present): The majority of the proposed work areas were identified to have moderate-high potential for this phase, particularly relating to modern rail infrastructure, utilities and drainage services; as such, the archaeological resource of this phase would have no heritage significance. (Artefact, 2018: 53-54).

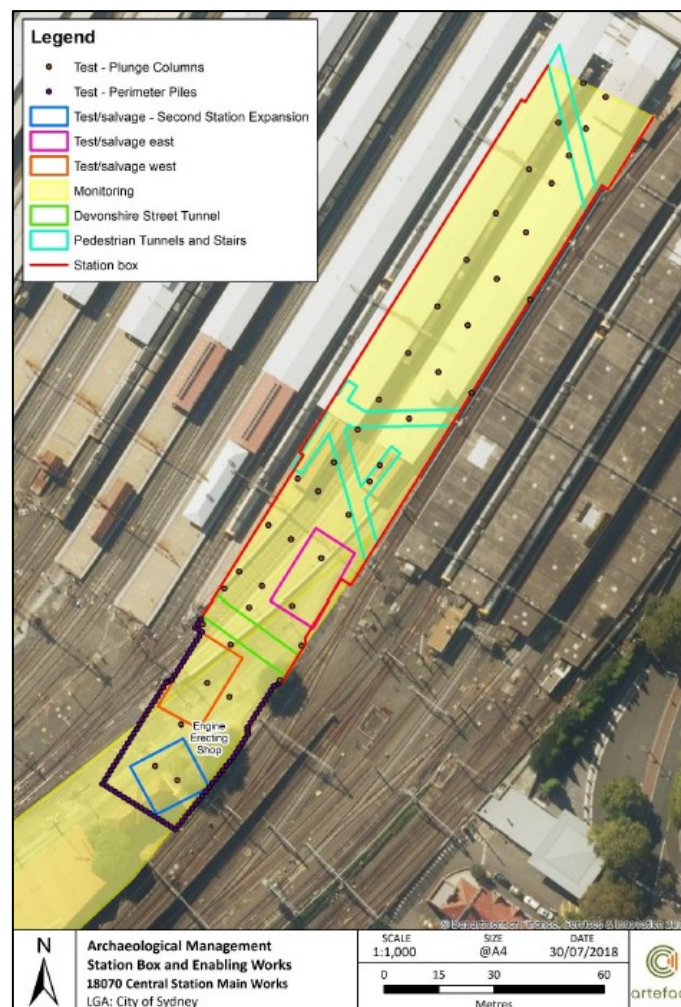


Figure 5.2 Proposed work areas for archaeological monitoring and test/salvage excavations (Artefact, 2018: 79).

Artefact Heritage began their archaeological works in 2019 (Figure 5.3). The post excavation reporting for this project is currently being undertaken; thus, the exact results are not yet available. A newsletter published by Sydney Metro in October 2019 identified that evidence of the original Central Station and Devonshire Street Cemetery had been excavated, stating that *artefacts*

including coins, rings and coffin fixtures have been identified as well as sandstone vaults, gravesites and fragments of human remains...over 70 grave sites and seven vaults have been uncovered (Sydney Metro, 2019: 2).



Figure 5.3 View north of archaeological excavations at Central Station undertaken by Artefact Heritage (Sydney Metro, 2019: 2).

5.1.2 Lee Street Substation Site, Haymarket

Archaeological monitoring and salvage excavation were undertaken by AMAC between September 2016 and June 2018, at the Lee Street Substation site, in the Western Precinct of Central Station. The site required a combination of monitoring and targeted and open-area excavation (AMAC, 2019: 61). State significant archaeological remains were uncovered during archaeological monitoring along the eastern flank of the site from September to November 2016, including several sandstock brick footings and remains of a wagon turntable foundation [073] (AMAC, 2016: 61-62). The discovery of these substantial remains prompted an *Archaeological Assessment & Research Design* to be prepared as supporting documentation for an additional excavation permit under s60 (AMAC, 2019: 61). Remains from the first, second and third Sydney Station phases were uncovered at the site (Figure 5.4).

Remains of the decommissioned twentieth century railway sidings from the third Sydney Station phase, leading to the c.1904-1996 Western Carriage Shed were uncovered, among other disturbed sections of railway. A dark brown subbase fill [076] underlying the tracks covered the entire excavation area and capped substantial nineteenth century remains (AMAC, 2019: 89).

Parallel footings [066 and 080] of sandstock and semi-plastic bricks oriented north-south, were uncovered beneath fill [076] (Figure 5.5). These footings were suggested to date to c.1884 when the original platforms of the Second Sydney Station were widened and lengthened (AMAC, 2016: 88-89). Footing [066] measured 50cm in width, 46.5 metres in length and was between one and four courses, with the base course occurring at various depths (likely following the natural soil profile). This footing was the western wall footing for a major passenger platform for the Second Sydney Station (AMAC, 2019: 98). The second footing [080] was on an angle with [066] with the south-west ends of the footings tapering together; [080] measured 60cm wide, approximately 28 metres long, and was one course deep (AMAC, 2016: 88).

The removal of footing [080] revealed a sand, gravel and redeposited clay backfill. Beneath this backfill was a circular sandstock brick footing [073], belonging to the first Sydney Station phase (c.1870). The foundation was for a wagon turntable, functioning as a mechanism to move rail vehicles from one track to another (AMAC, 2016: 96). It was 4.63m in diameter and was comprised

of an outer ring of three brick courses, a paved inner floor that was one course deep, and a 62cm square central brick plinth of five courses (Figure 5.6) (AMAC, 2016: 94; AMAC, 2019: 113). The footing was constructed using re-used bricks, and various bonding methods were evident; it is likely that an existing turntable bonded with shell-lime mortar was dismantled and relocated, and bonded with cement (AMAC, 2016: 97; AMAC, 2019: 112). The wagon turntable was considered to be of state significance as it was present with good integrity; it was disassembled for offsite conservation and reconstruction (AMAC, 2019: 113). During the disassembly, two generations of ceramic drainage pipes [102] and [114] were revealed. The presence of these pipes indicated that the footing likely also functioned as a sump (AMAC, 2019: 138).

Excavations at the Lee Street Substation site were expected to reveal evidence of the twentieth century features of the third Sydney Station; however, the site was considered to have no archaeological potential for earlier remains. Although unexpected, nineteenth century remains belonging to the first and second Sydney Station phases including [066, 080 and 073], were substantial and present at a relatively shallow depth (AMAC, 2019: 133). The archaeological resource of the Lee Street Substation site was present with good integrity, and due to its close proximity to the Site, the excavation provides support for the presence of archaeological remains of good integrity within the Site.

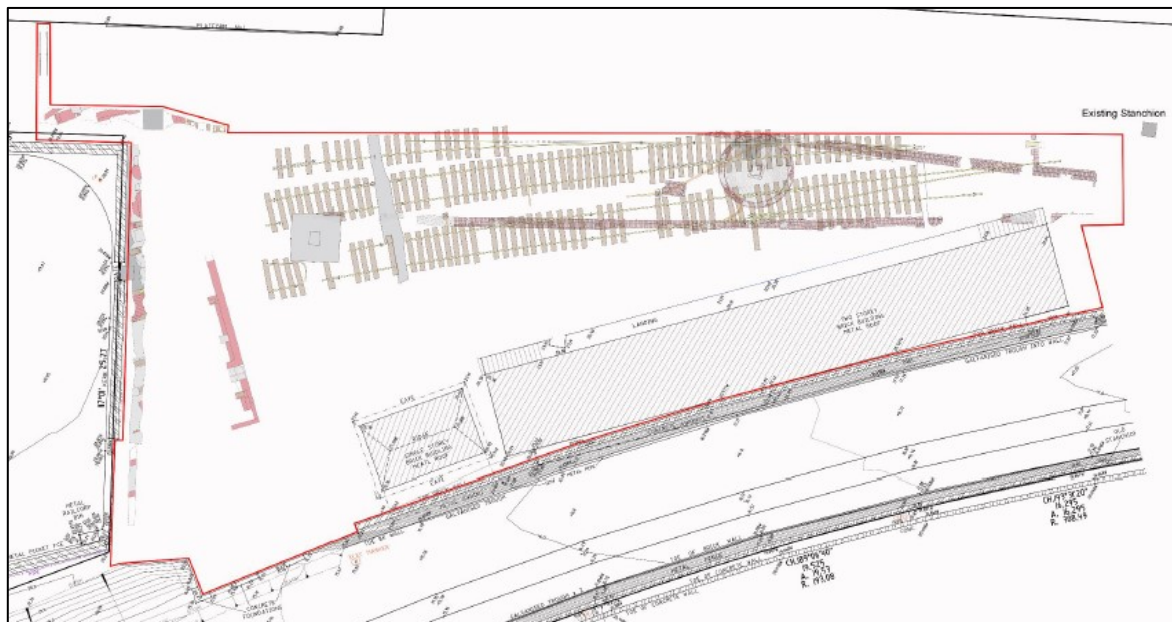


Figure 5.4 Detail of plan of archaeological findings at Lee Street Substation site 2016-2018 (area of excavation outlined in red). Areas shaded grey indicate concrete, orange indicates ceramic, pink represents brick, yellow indicates metal and brown indicates timber (AMAC, 2019: 63).

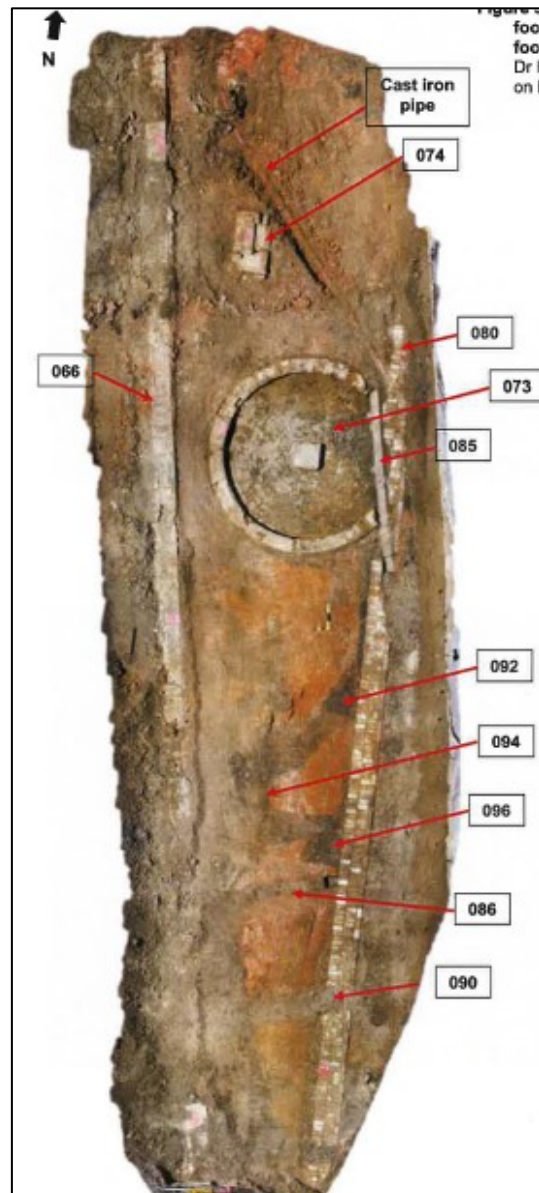


Figure 5.5 Orthographic photo of the linear brick footings [066 and 080] as well as turntable footing [073] (AMAC, 2016: 84).



Figure 5.6 Detail of wagon turntable footing [073], facing north-east (AMAC, 2019: 125).

5.1.3 Western Forecourt, Central Station

In 2009, Casey & Lowe undertook archaeological investigations within the Western Forecourt of Central Station. Two test trenches were excavated in the predicted locations of the former Benevolent Asylum in the southern area of the forecourt (Trench 1) and the Christ Church parsonage in the northern area of the forecourt (Trench 2) (Figure 5.7) (Casey & Lowe, 2009: 4).

Trench 1 measured 4.5m long and 1.2m wide, and was excavated to a maximum depth of 1.4m. Beneath the topsoil layer that was 300mm thick, a series of fills were excavated that measured approximately 800mm in total thickness (Casey & Lowe, 2009: 6). Beneath these fills, approximately 1m below the surface, a demolition fill was uncovered; it contained mortar and pieces of sandstock brick (with several marked with the 'government arrow') (Casey & Lowe, 2009: 5). The demolition material was consistent with the expected remains of the Benevolent Asylum. Beneath the demolition layer, natural sand was exposed, as well as some archaeological features. A linear cut filled with sandstone rubble was exposed in the northern end of the trench, and was interpreted to be a foundation trench backfilled with discarded building materials from the Benevolent Asylum (Figure 5.8) (Casey & Lowe, 2009: 5). A rectilinear cut feature was identified in the southern end of the trench, likely associated with the construction of the Benevolent Asylum, potentially an internal wall that was removed during its demolition (Casey & Lowe, 2009: 6). The middle of the trench was not excavated, as services were encountered (Casey & Lowe, 2009: 5).

Trench 2 measured 3.2m in length and 1.2 in width and was excavated to a maximum depth of 2.45m. Similar to Trench 1, several layers of fill were uncovered beneath the topsoil, that were above a fill predominantly consisting of demolition material (Casey & Lowe, 2009: 9). Towards the base of this demolition fill, a line of sandstone blocks, aligned northwest-southeast, were uncovered directly above the natural soil; these blocks were interpreted as part of the northern footing of the Christ Church parsonage (Figure 5.9) (Casey & Lowe, 2009: 9).

This archaeological investigation, particularly of Trench 1, is significant to the understanding of the archaeological potential of the Site. It demonstrates that foundation trenches associated with the Benevolent Asylum and evidence of its demolition may also be uncovered within the Site. The relationship between the findings of Casey & Lowe, and the disturbance and alteration of the nineteenth century landscape has been explored in further detail later in the report.

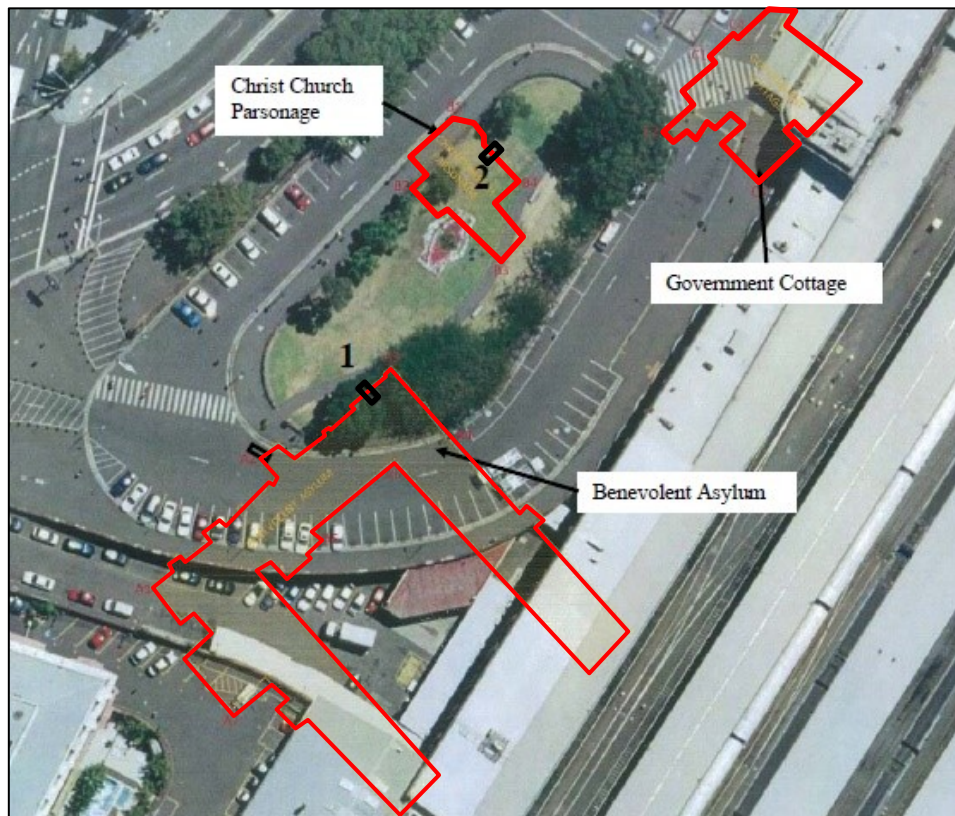


Figure 5.7 Plan of the Western Forecourt, with an overlay of former historic structures of the Benevolent Asylum and Christ Church parsonage. Due to the poor visibility of the structures in the overlay, they have been outlined in red. The locations of Trench 1 and 2 are also indicated (Casey & Lowe, 2009: 1).



Figure 5.8 Northern end of Trench 1 showing stone rubble interpreted as remains of Benevolent Asylum wall (Casey & Lowe, 2009: 8).



Figure 5.9 Sandstone footing at the base of Trench 2 (Casey & Lowe, 2009: 11).

5.2 Comparative Archaeological Sites

In order to understand the potential archaeological resource associated with the Benevolent Asylum, the following archaeological sites have been chosen for comparison:

- Liverpool College of TAFE, 1 College Street, Liverpool, investigated by Godden Mackay Logan in 2008-2009
- Former Lidcombe Hospital Site, Joseph Street, Lidcombe, Heritage Precinct, excavated by Godden Mackay Logan in 2006-2007
- Randwick Destitute Children's Asylum Cemetery, excavated multiple times from 1993-1995
- Hyde Park Barracks, Macquarie Street, Sydney, excavated various times in the 1980s

5.2.1 Liverpool College of TAFE

Godden Mackay Logan (GML) conducted an archaeological monitoring program at the Liverpool College of TAFE at 1 College Street from November 2008 to April 2009, as a requirement for the proposed upgrade of the site's fire hydrant service. Trenches 250mm wide were excavated to a depth of 950mm in various areas of archaeological potential (Figure 5.10) (GML, 2009: 23-24). The site comprises extant buildings of the former Liverpool Hospital, with some maintaining original features and others incorporating later additions and modifications (GML, 2009: 11).

The Site was first developed in c.1810-1813, when a brick hospital was constructed. From 1822-1829, a larger second hospital was constructed north of the original hospital; the Georgian brick and sandstone structure was built by convict labour (GML, 2009: 12). The earliest archaeological evidence exposed during investigations was a convict built sandstock brick box drain associated with the first hospital phase of the site. The box drain was uncovered in the concrete entrance driveway adjacent to the main building; it ran north-south and had no bonding (Figure 5.11). The investigations of this drain allowed for a better understanding of the location of the first hospital; it was situated further north than originally presumed. As such, it was stated that there was high potential for archaeological remains of the hospital to exist in the area between the driveway and the south wing of the main building (GML, 2009: 41). The fire hydrant service was laid further east to avoid impacts to the drain (GML, 2009: 45).

From 1830 to the 1840s, the hospital was managed under the authority of the Colonial Medical Service, charged with the care of ill convicts. During this time, additional essential buildings including baths, kitchen, dispensary, stores, offices and medical officer's quarters (GML, 2009: 13). The abandoned hospital was converted to an asylum by The Benevolent Society in 1851. Following dissatisfaction with the Benevolent Society's management of the asylum, the Liverpool and Hyde Park asylums were adopted under government management in 1862; by this time, the Liverpool asylum had 403 residents (GML, 2009: 13). In 1867 and 1872, two additional adjacent brick and sandstone wings were constructed, to the north and south respectively. Water was reticulated at the site in 1894 through the Nepean system, and a limited sewerage system was connected in 1900; prior to this time, the asylum had used dry earth closets and buried spoil by the river (GML, 2009: 14). Other modifications and additions were undertaken in the late 1900s including the extension of the asylum's bakehouse and long storeroom, construction of a new kitchen (and demolition of former kitchen), laundry and new water supply (GML, 2009: 14).

Various archaeological resources associated with the Government Asylum phase of the site were uncovered in various areas. A compact sandstone surface was uncovered in the vicinity of Blocks K and H in the northern part of the Site and was interpreted to represent a former pathway (GML, 2009: 31). Brick footings of former urinal and shed structures were also identified, as well as a circular sandstock brick feature likely associated with nineteenth century drainage services (GML, 2009: 32). The monitoring surrounding the main building (Blocks B and C) revealed a dry-pressed brick and concrete wall, interpreted as a footing for a 1901 outbuilding (GML, 2009: 34). Sandstone paving stones that formed a plinth for a decorative flower urn (depicted in historic photographs) were located in the forecourt (GML, 2009: 35-37). Evidence of the construction of Telford road base was revealed in the concrete entrance driveway; one metre of sandstone blocks of variable sizes and an ash lens were revealed. The construction of this road base likely dates to the early 1900s during the period of upgrades at the site (GML, 2009: 39-41).

During the early twentieth century, the asylum served as a refuge for indigent elderly men, and remained as one of the state's main hospitals in the first half of the century. The early buildings were not suited to the adaption of the site into a modern hospital; thus, in 1958 the asylum and hospital were closed at the site (GML, 2009: 14). In the south-west of the site, archaeological remains of a large shed or outbuilding dating from the early-mid twentieth century (Liverpool State Hospital phase) were exposed; sandstone slabs likely associated with a former chimney and postholes were uncovered (GML, 2009: 42). A dry-pressed brick footing bonded with cement exposed in the forecourt was also identified as also belonging to this phase, and was interpreted to have formerly functioned as the footing for a flagpole or pump.

In June 1961, the site was opened as the Liverpool Technical College and was occupied by the Department of Education and Training. Since this time, several new blocks have been constructed on the site, and outbuildings and structures associated with the asylum have been demolished (GML, 2009: 14).

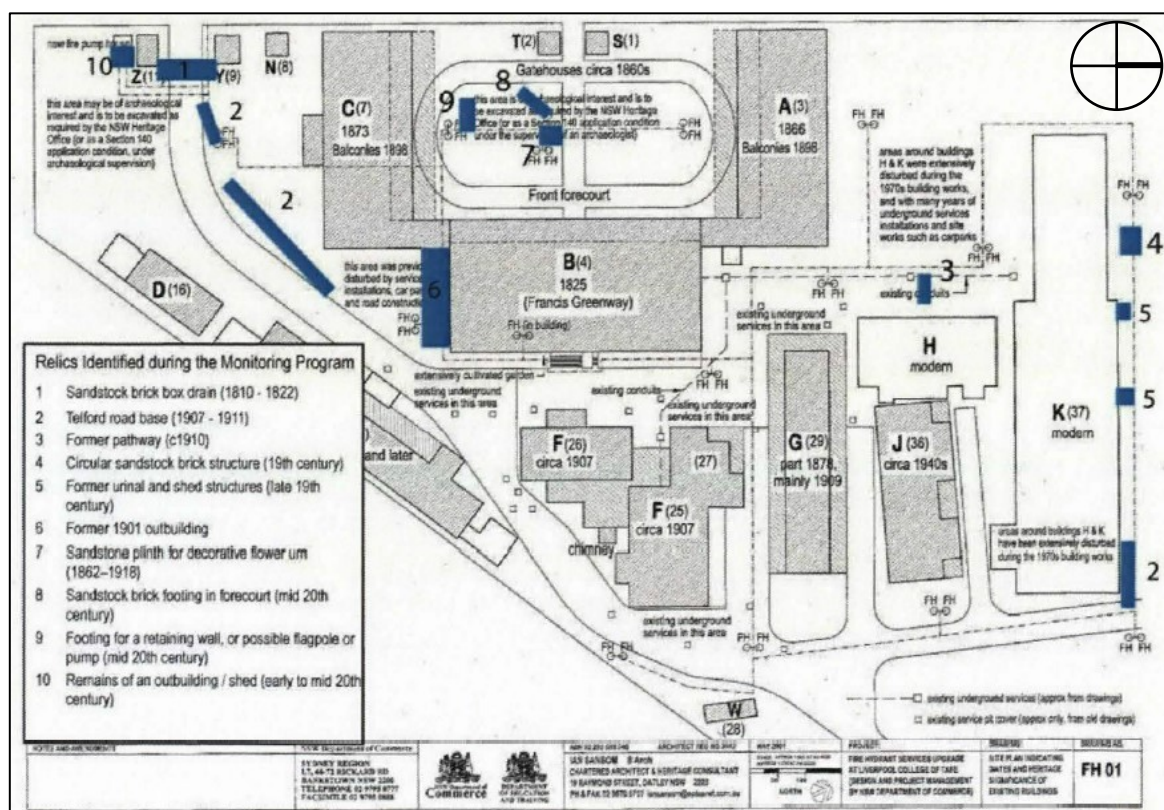


Figure 5.10 Location of historical relics identified during monitoring (shaded blue) (GML, 2009: 28).



Figure 5.11 View north of convict-built box drain (GML, 2009: 40).

5.2.2 Former Lidcombe Hospital Site, Heritage Precinct

The first development of the site occurred from 1855; buildings were constructed for a proposed Boys' Reformatory, however a change in government caused the project to cease (GML, 2013: 7). In 1893 the unused reformatory was used as a refuge for destitute men (mostly elderly), and evolved into the Lidcombe Hospital. Throughout the late nineteenth and early twentieth century, the site was developed further, with the construction of new wards, the Village Green and the

Main Avenue entry road (GML, 2013: 7). In 1914, the refuge became known as the Rookwood State Hospital and Asylum for Men; the hospital/asylum was self-sufficient, utilising surrounding farming land (GML, 2013: 8). In 1927 the function of the asylum was transferred to medical authority, becoming the Lidcombe State Hospital. New buildings were constructed in the following decades, and farming land was resumed for the development of the Cumberland College Campus (GML, 2013: 8). By 1968, the hospital was designated as a Regional Geriatric Centre, and in 1995 its services were joined with the Bankstown Hospital, and the Lidcombe Centre closed (GML, 2013: 9). The site was selected to function as the Olympic Media Village for the Sydney Olympic Games of 2000; several former hospital buildings were demolished to accommodate the erection of temporary structures and services were installed, disturbing the archaeological resource (GML, 2013: 9).

There have been various excavations undertaken at the Former Lidcombe Hospital site on Joseph Street. From December 2006 to March 2007 GML undertook archaeological monitoring of environmental testing and a program of test excavation at the site (GML, 2010: 1). The environmental testing involved the monitoring of 48 test pits across the site and 21 test trenches across the village Green and grass verges of Brooks Circuit (GML, 2010: 2-3). The test pits and trenches were excavated mechanically and revealed archaeological evidence of earlier surfaces, road edgings (including Telford road base), utility services and footings of former late twentieth century buildings (GML, 2010: 8-9). Four phases of the development of the Village Green and Brooks Circuit were identified (in the centre of the site); it was found that the original Brooks Circuit was wider than its current alignment (GML, 2010: 13). Differing fabrics, such as gravel and concrete road surfaces were revealed as well as earlier kerbing and a brick dish drain (GML, 2010: 13-16). No archaeological evidence of the early open yard associated with the original six buildings of the Asylum was uncovered (GML, 2010: 13).

Further excavations were undertaken by GML in 2012 in various areas of the precinct surrounding Village Green (Figure 5.12); no evidence of the nineteenth century development of the site was uncovered, nor was any artefactual evidence (GML, 2013: 20-21). An open space was excavated (the location of former Medical Library), and revealed no evidence of earlier road fabric, attributed to the disturbance of the construction and demolition of the Library (GML, 2013: 21). The front of the buildings along Brooks Circuit revealed no new evidence of drains, kerbs, surfaces or garden beds (GML, 2013: 21). The testing undertaken at Pedan Lane (west of Village Green) provided information on the earlier road construction, using the Telford system (GML, 2013: 21).

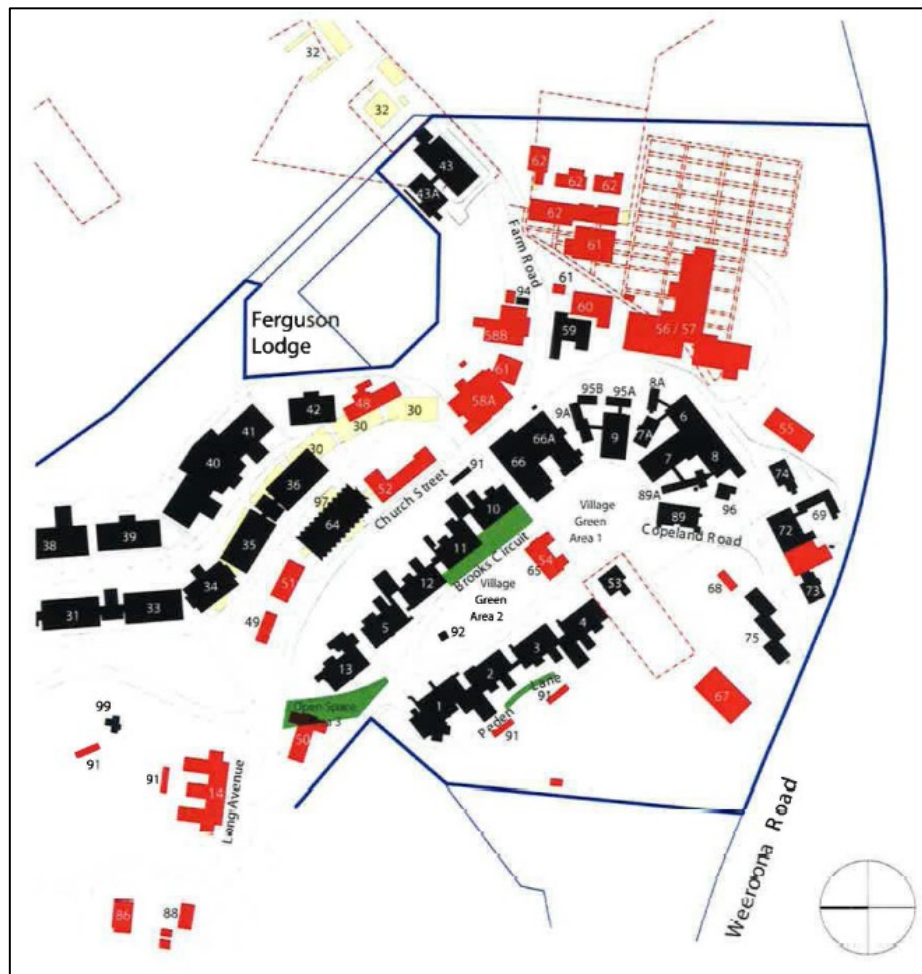


Figure 5.12 Plan of the Lidcombe Hospital Precinct showing the areas that were subject to 2012 monitoring (shaded green). Buildings shaded yellow and red are no longer extant; those in yellow were constructed pre-1926, and those red were constructed 1927-1966 (GML, 2013: 21).

5.2.3 Randwick Destitute Children's Asylum Cemetery

From August 1995 to March 1996, archaeological works were conducted by Austral Archaeology and Godden Mackay at the Prince of Wales Hospital for its proposed redevelopment. The site was the location of the former Randwick Destitute Children's Asylum Cemetery, associated with a benevolent institution that operated from 1858-1916. The property was subsequently used as a military and repatriation hospital until 1953 when it became the Prince of Wales Hospital (Austral Archaeology & Godden Mackay, 1997a: 1). The cemetery was located approximately 300m southwest of the main asylum buildings on a sand dune, and measured 91.3m north-south and 24m east-west (Austral Archaeology & Godden Mackay, 1997a: 83).

The purpose of the archaeological excavation was to recover all grave furniture, burial goods and human skeletal material from within the cemetery area (Austral Archaeology & Godden Mackay, 1997a: 11). Initially the site was excavated in test trenches measuring 5m by 5m, and eventually the site was subject to an open area excavation consisting of 121 test trenches (Austral Archaeology & Godden Mackay, 1997a: 11). Documentary sources indicate that 175 individuals were interred in the Asylum Cemetery. During the excavations, 65 in situ burials were excavated, and a further 216 individual skeletal elements were recovered from dispersed burials (Figure 5.13) (Austral Archaeology & Godden Mackay, 1997a: 86). Evidence of fence posts were also recovered along the western margin, precisely matching the boundary lines recorded in 1891 (Austral Archaeology & Godden Mackay, 1997b: 103).

No evidence of the use of grave markers was associated with the burials that were recovered; all graves investigated were single earth-cut primary inhumations (Austral Archaeology & Godden Mackay, 1997a: 86). Sixty-two of the burials displayed evidence that a coffin had been employed (Austral Archaeology & Godden Mackay, 1997a: 89). The cemetery was divided on sectarian lines with the principal divisions being Protestant and Roman Catholic (Austral Archaeology & Godden Mackay, 1997b: 99).

Grave goods recovered from the investigated burials were limited in number and type; three classes of goods were identified (Austral Archaeology & Godden Mackay, 1997a: 92). Four burials contained remnants of dress cloth and twenty-six of the burials contained buttons; it was suggested that the children were dressed in shirts or a night shirt prior to their burial, as the buttons were positioned at the throat or shoulder at either the front or back of the body (Austral Archaeology & Godden Mackay, 1997b: 101). Nine contained copper alloy pins and the location of these pins indicated where garments were fastened; evidence of the use of jaw cloths was indicated by pins recovered from areas of the cranium (Austral Archaeology & Godden Mackay, 1997a: 93). The only example of a religious artefact was a rosary entwined in the right hand of one of the burials (Austral Archaeology & Godden Mackay, 1997a: 92-93).

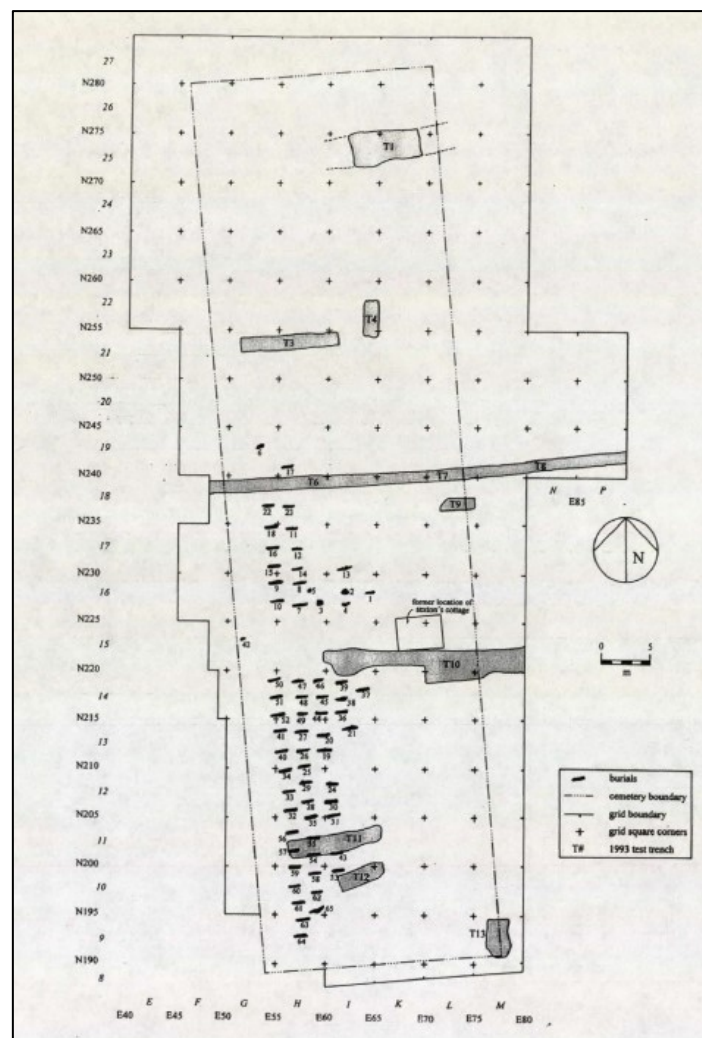


Figure 5.13 Plan of the distribution of the burials of the Randwick Destitute Children's Cemetery (Austral Archaeology & Godden Mackay, 1997b: 78).

5.2.4 Hyde Park Barracks

The Hyde Park Barracks complex was constructed in 1817-1819 to house approximately 600 male government-assigned convicts; the precinct was enclosed by perimeter walls and encompassed a central Georgian style dormitory building, surrounded by mess rooms, kitchen, cells, guard houses and residential accommodation for the Deputy superintendent and his family (Davies, Crook & Murray, 2013: 2). The Barracks were not designed to function as a prison, however, in the 1830s-1840s, it was used as a place to punish refractory convicts (Davies, Crook & Murray, 2013: 3). In 1848, the Barracks were refitted to accommodate orphans and female migrants. In 1862, the top floor of the main building was occupied by the Government Asylum for Destitute Women; 150 women from the Benevolent Asylum were transferred to Hyde Park in the same year. By the 1880s the Barracks housed approximately 300 inmates; in 1886 they were moved to other facilities. The complex was then remodelled for use by the Department of Attorney General and Justice, and the site was used for judiciary purposes until 1979 (Davies, Crook & Murray, 2013: 5).

In 1980, works began to restore the site to its original convict phase and conversion to a museum, prompting archaeological works; the bulk of the archaeological collection was derived from archaeological work completed from 1980-1981 (Davies, Crook & Murray, 2013: 19). The site was opened as a museum by the Museum of Applied Arts and Sciences (MAAS) in 1984, and continues to operate as such today. In July 2010, the site was listed on the UNESCO World Heritage List (A large amount of historical research and archaeological investigations have been undertaken at the Hyde Park Barracks site).

The bulk of the archaeological collection was derived from archaeological excavations of underfloor deposits on Levels 2 and 3 of the Barracks, completed from 1980-1981, during renovation and conservation works at the site (Davies, Crook & Murray, 2013: 6). The artefact assemblage includes well over 100,000 artefacts, with the majority excavated from the underfloor deposits of Level 2 and 3 by Patricia Burritt (Davies, Crook & Murray, 2013: 18). The collection encompasses glass, ceramics, ferrous items, as well as leather, textile, paper and other organic items, in addition to a large amount of clay pipes, pen nibs, matches and matchboxes (Davies, Crook & Murray, 2013: 15).

The underfloor excavation was completed in two stages; the first involved archival recording and test trenching by Carol Powell and Wendy Thorp, in areas that would be adversely impacted by the proposed works (on Level 1 and in the courtyard and northern buildings) (Davies, Crook & Murray, 2013: 20). Stage 2 involved a larger-scale excavation, by Burritt, of the underfloor cavities in the main building (predominantly on Levels 2 & 3) and in the courtyard (Davies, Crook & Murray, 2013: 20). Levels 2 and 3 retained the original floor boards of the convict barracks; these floor boards were removed for the excavation, and then restored afterwards (Burritt, 1991: 29; Davies, Crook & Murray, 2013: 11-14). The majority of the underfloor deposits were excavated using industrial vacuum cleaners, and then sieved with the artefacts being bagged. Larger items such as rats' nests were manually excavated and recorded separately (Burritt, 1991: 29-30). No evidence of activity on the site prior to the construction of the Barracks; it was difficult to assign the artefactual material to the early convict phase of the site. It was stated that the majority of the resource likely dates to the immigrant centre phase (1848-1889) (Burritt, 1991: 30-31). Following the excavations, a zoning plan was created for the site, identifying sensitive areas (labelled A, B & D in Figure 5.14).

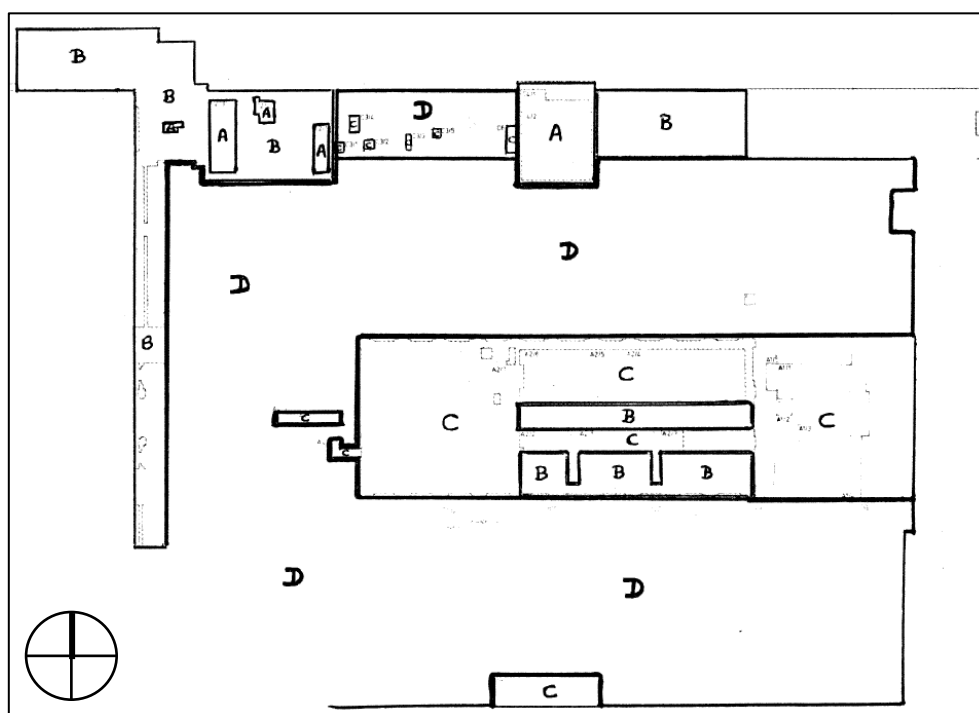


Figure 5.14 Archaeological zoning plan of Levels 2 & 3 of the Hyde Park Barracks site following excavations in 1980-81. Areas labelled A are those that should not be disturbed, those labelled B should be investigated prior to proposed disturbances, those labelled C refer to disturbed or thoroughly investigated areas where no further archaeological work is required and D refers to the need for archaeological supervision of disturbances.

Many other smaller salvage excavations were undertaken prior to the opening of the museum in 1984. For example, Graham Wilson undertook a salvage excavation at the Bakehouse, and Northern and Southern Gatehouses of the site from 1982-83. During these excavations, foundations of former buildings, ovens and fireplaces were revealed in the Southern Gatehouse and Bakehouse and underfloor deposits were explored in the Northern Gatehouse (Wilson, 1983: 2-14). Since the opening of the museum in 1984, various cataloguing, stock-taking and analysis of the collection has taken place (Davies, Crook & Murray, 2013: 21-22).

5.2.5 Summary of Archaeological Potential

The archaeological investigations discussed above provide an insight into the potential archaeological resource within the Site.

The convict-built brick box drain uncovered at the Liverpool Hospital site, from the early nineteenth century hospital phase, was present with good integrity and was a significant feature as it allowed for a better understanding of the location of the first hospital. This type of convict-built drain may be similar to the early drainage system within the Benevolent Asylum site, that would not necessarily be indicated on historic plans.

The archaeological investigation of the Lidcombe Hospital site identified features including early road surfaces and a brick dish drain. The identification of specific archaeological features associated with the preparation of the land and early services/drainage features may be directly associated with the Site where there may be evidence of site formation processes and early drainage systems. The former Lidcombe site has been substantially more disturbed than the Site, particularly from changes for the 2000 Sydney Olympics, and thus demonstrates the potential archaeological features that may be present within the Site.

Some asylums are known to have had an associated dedicated burial ground; the archaeological investigation of the Randwick Destitute Children's Cemetery. According to the historic research, the Benevolent Asylum did not have a dedicated burial ground, and as the Devonshire Street Cemetery was located in close proximity and was contemporary it would have served the Asylum. Should isolated or unrecorded burials be uncovered within the Site, the results of the Randwick Destitute Children's cemetery would provide an insight into the burial practices that may have been employed.

The vast collection of artefacts recovered from underfloor deposits from Hyde Park Barracks provide for an understanding of the daily life of the inmates and the historic development of the asylum that is not available from other sources. The artefact assemblage also allows for an understanding of the change in use and gender of the site, from originally housing men, and from the mid-nineteenth century to house women (including those from the Benevolent Asylum). A comparison of the assemblage from this site with the potential artefacts of the Benevolent Asylum will allow for an enhanced understanding of the daily life of the inmates.

5.3 Assessment of Archaeological Potential

The archaeological resources of any site are finite but have the potential to provide insights into everyday life that are not available from any other resource. Archaeological resources may provide evidence that will enhance the historical record and, as such, make a contribution to an understanding of the history and settlement of a local region. In view of the substantial costs involved in archaeological excavation of a site, a clear justification for any archaeological excavation needs to include the following considerations:

- What is the likely integrity of the archaeological resource? Is it likely that largely intact physical evidence would be exposed during excavations such as structural features, artefacts from underfloor deposits, rubbish- or cess-pits, wells or other features with an ability to contribute meaningfully to an understanding of the development of the site as part of the wider development of Sydney?
- What is the research potential of the archaeological resource? Is it likely that the results of the excavation make a significant or important contribution to an understanding of wider research issues regarding the early settlement and development of Sydney?

The Heritage Council of NSW's *Historical Archaeology Code of Practice and Assessing Significance for Historical Archaeological Sites and 'Relics'* provides guidance on defining levels of archaeological sensitivity and significance as tabulated:

Table 5.1 Grading of archaeological significance and sensitivity (Heritage Council NSW, 2009: 4)

Grading	Justification	Status
Exceptional	Rare or outstanding item of local or State significance. High degree of intactness. Item can be interpreted relatively easily.	Fulfills criteria for local or State listing.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfills criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value but which contribute to the overall significance of the item.	Fulfills criteria for local or State listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item's heritage significance.	Does not fulfil the criteria for local or State listing.

5.3.1 Integrity of the Resource

The CBD of Sydney has outstanding heritage significance for the evidence of the development of colonial Sydney since European settlement. The historic context of the Site indicates a long period of occupation, dating from the early nineteenth century. Based on the realised archaeological potential from surrounding sites, summarised in the above Section 5.1, the archaeological resources within the Site are likely to be present with good integrity. The archaeological resource of benevolent institutions has been demonstrated in Section 5.2; it is likely that the archaeological resource of the Site will be similar to that uncovered at these sites.

Overlays of the current aerial with 1888 plans of the site, depict structures within the boundary of the Site that are no longer extant (Figure 5.15 and Figure 5.16). Both plans depict the southern wing of the Benevolent Asylum (constructed in 1839) extending into the north-eastern section of the Site (occupied by the YHA and Lee Street ramp). Despite these maps both being dated 1888, there are slight discrepancies between the two; Figure 5.15 dated March 1888 illustrates some small additions to the south-western side of the main wing, whilst Figure 5.16 dated August 1888 shows multiple stone and timber additions to the south-western side of the wing. The timber additions (coloured orange) extend beneath the Lee Street ramp within the Site.

As discussed in the above Section 5.1, during Casey & Lowe's investigations in the Western Forecourt of Central Station, foundation trenches associated with the Benevolent Asylum and evidence of its demolition were uncovered. The historic research of the Site and its surrounds indicates that the Western Forecourt of Central Station was built up in the twentieth century; as such, the archaeological remains of the asylum were uncovered approximately one metre beneath the present ground level (Thorp, 1998: 20). It is likely that the Site ground level has not been built up, nor has it been levelled for the construction of Ambulance Avenue. Thus, it can be assumed that the basement level of the Site largely retains the topography of the nineteenth century landscape.

The level of disturbance associated with the construction of the former Inwards Parcels Shed is unknown; however, the basement level beneath the YHA is a concrete slab. Therefore, the foundation stones associated with the southern wing of the Benevolent Asylum may be extant beneath the concrete slab in this part of the Site. Historic research indicates that the stone associated with the construction of the building was sold and likely reused; as such, it is unlikely that additional courses of stones will be present (Figure 3.10).

The overlays in Figure 5.15 and Figure 5.16 also show an outbuilding south-west of the Benevolent Asylum within the Site (beneath the present YHA). It would appear that the small square structure illustrated in Figure 5.15 may have been extended, forming the rectangular iron structure shown in Figure 5.16. It is likely that this structure would have been timber framed; as such, it is unlikely that substantial physical remains of this building would be uncovered. There may be ephemeral remains of the structure present within the Site, such as postholes or wall slots. In c.1860s water was reticulated in the Site, and it was connected to the sewerage system by the late 1870s (Aird, 1961: 11; Henry, 1939: 157). Figure 5.15 shows the main sewer line running north-east to south-west across the Benevolent Asylum (and the north-western part of the Site, being the Lee Street ramp). The location of this sewer line has remained largely unchanged, and is the location of the modern sewerage line for the area. The Benevolent Asylum functioned from 1820, as such, it is likely that there would have been at least one well and cess pit serving the Asylum during this time. These structures are not usually labelled on historic plans or depicted with accuracy; however, the large outbuildings depicted in Figure 5.15 and Figure 5.16 may have functioned as outhouses and/or laundry facilities for the Asylum as the kitchens were located between the north and south wings.

Historical plans often only record large/structural features; therefore, it is also likely that other discrete and ephemeral features could be located within the Site. These are likely to include rubbish pits, associated with the early rubbish disposal prior to the introduction of Council rubbish removal, as well as garden landscaping and post holes demarcating former fence lines or verandahs of the southern wing of the Benevolent Asylum (Figure 5.15 and Figure 5.16).

Asylums are known to have had an associated dedicated burial ground, such as the Randwick Destitute Children's Asylum Cemetery, discussed in Section 5.2.3. Inmates of the Benevolent Asylum would have been buried in the neighbouring Devonshire Street Cemetery; however, although unlikely, it is possible that there may be isolated and unrecorded burial(s) within the grounds of the Benevolent Asylum, and the Site.

The archaeological resource within the Site is considered to be of good integrity.



Figure 5.15 Current aerial of the Site overlaid with detail of Sydney Water plan dated March 1888 (Figure 3.8). Note: former structural elements have been outlined in black, former fence lines are indicated by dotted lines and the main sewer line by a dashed and dotted line. The boundary of the Site is indicated in white (Source: <https://maps.six.nsw.gov.au/>).

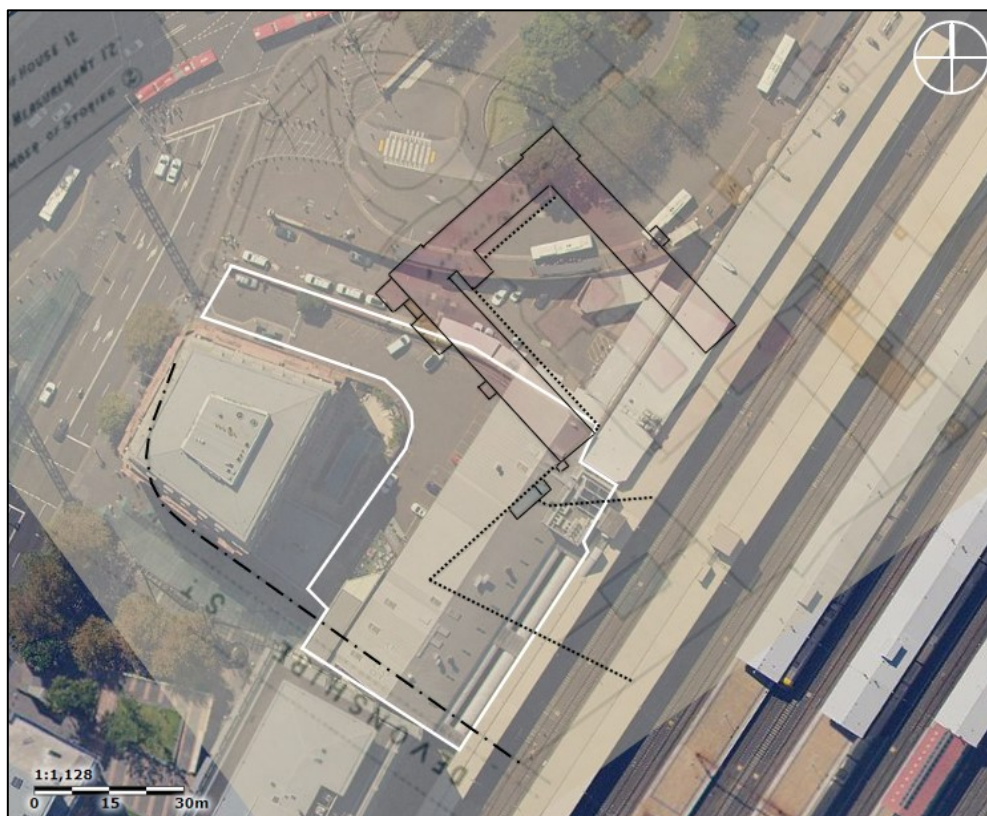


Figure 5.16 Current aerial of the Site overlaid with detail of Rygate & West, Plan of Sydney, dated August 1888 Map (Figure 3.9). Pink indicates stone, orange indicates wood and blue indicates iron. Note: former structural elements have been indicated with dashed lines, and former fence lines with dotted lines. The boundary of the Site is indicated in white (Source: <https://maps.six.nsw.gov.au/>).

5.3.2 Research Potential

The historical and physical analysis indicates that it is likely that the topography of the lower level of the Site largely reflects the nineteenth century landscape. Whilst the disturbance to the site following the construction of the former Inwards Parcels Shed is unknown, it is likely that the archaeological remains of the Benevolent Asylum will be present with good integrity within the Site.

Comparative sites, previously discussed in Section 5.2, demonstrate multiple occupation and development periods. The history of some of these sites are entwined with that of the Benevolent Asylum; male inmates from the Benevolent Asylum were sent to the Liverpool Hospital in 1851 and in 1862, female inmates were transferred to the Hyde Park Barracks. Interesting comparisons could be drawn between these sites, particularly in the artefactual records, that would further the understanding of operations of the Benevolent Asylum and the minutiae of the daily life of its inmates.

The archaeological resource has the potential to include structural remains of the former Benevolent Asylum and outbuildings indicated on historic plans and associated occupation deposits. There is also potential for unmarked features such as cess pits, rubbish pits and post holes to be uncovered with associated artefacts demonstrative of the daily lives and activities of those living and working on the site. That not all features are identified on plan, and the unpredictable nature of archaeology are such the Site, in its entirety has the potential to make an important contribution to research themes associated with early colonial history, and the operations of benevolent institutions. As such, the Site in its entirety has high research potential.

6 Archaeological Significance

The physical evidence of past activities is a valuable resource that is embodied in the fabric, setting, history and broader environment of item, place or archaeological site. The above evaluation of the YHA precinct has identified the potential for relatively intact archaeological resources. The value of this resource to the community can be evaluated by assessing its cultural heritage values. 'Cultural heritage significance' and 'heritage value' are terms used to express the tangible and intangible values of an item, place or archaeological site, and the response that it evokes in the community.

Archaeological resources can provide information regarding the daily and working life of a local area or a specific site that may not be available from other sources. An item will be considered to be of state or local heritage significance if, in the opinion of the Heritage Council, it meets one or more of the following criteria.

6.1 Assessment of Archaeological Significance

Historical archaeological relics assessed as having State or local significance should be managed under the 'relics' provisions of the *NSW Heritage Act 1977*.

Criterion (a) an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);

The potential archaeological resource of the Site, if present with good integrity, would likely make an important contribution to specific research themes concerning:

- Health; activities associated with promoting or maintaining well-being, Accommodation; activities associated with the provision of housing,
- Welfare; activities associated with the provision on social services be the state or philanthropic organisations, and
- Domestic life; activities associated with creating, maintaining, living in and working around houses and institutions.

These research themes can provide insight into the operations of benevolent institutions in New South Wales throughout the nineteenth century. Documentary resources associated with asylums are scarce, and those that are available, largely focus on the personal records of the inmates. The potential artefact assemblage of the Benevolent Asylum has the potential to reveal information regarding the operations of the Benevolent Asylum (c.1819- 1901) and the minutiae of the daily life of the inmates.

As such, the archaeological resource would meet the criteria for State significance.

Criterion (b) an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area);

If present with good integrity, the archaeological resource associated with the Benevolent Asylum, particularly the artefact assemblages would provide a comparable insight into our understanding of the operations and daily life of inmates of benevolent asylums. This comparative analysis could also illuminate the connections of the Benevolent Asylum with both the Liverpool Hospital and Hyde Park Barracks sites. The change in use and gender overtime from housing men and from 1851 when women and children were housed by the Asylum, can also be explored through the artefactual assemblage, should it be present.

The archaeological resource has the potential to shed light on the intricacies of the daily life of the inmates of the Benevolent Asylum (c.1819- 1901); as such, this resource would meet the criteria for State significance.

Criterion (c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);

Should substantial physical evidence of the Benevolent Asylum structures be present with good integrity, these have the potential to make an important contribution to research questions regarding early sources of sandstone, quarrying techniques and construction methods, and as such, may meet the threshold for State significance. However, if they are not present with good integrity, they are unlikely to make a substantive contribution to research themes and would have little to no significance.

It is unlikely that the stone remains of the Benevolent Asylum will be uncovered in the Site; as such, the threshold for inclusion against this criterion has not been met.

Criterion (d) an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);

While no consultation has been undertaken with the local community in relation to the values of the archaeological resource, it is acknowledged that local and wider communities are interested in the archaeology of their local area and its development. Should substantial and intact archaeology be uncovered within the Site, it may have value to the local community. It is likely that if the public are made aware of the archaeology through the media or an Open Day, community appreciation of the physical remains of their past will provoke considerable interest.

The threshold for significance against this criterion has not been met at this time.

Criterion (e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);

Comparison of the artefact assemblage from the Benevolent Asylum with similar benevolent institutions in Sydney, would contribute to an understanding of the daily life of the infirm and destitute and the operations of such institutions. The archaeological resource would also have the potential to reveal information about the original topography of the landscape, and the early history of the local area following European settlement.

The potential archaeological evidence of the site, if present with good integrity would have high research potential and as such, would likely meet the threshold to satisfy the criterion for State significance.

Criterion (f) an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area);

Archaeological excavation of the Benevolent Asylum has the potential to reveal an insight into the daily workings of the first such asylum in colonial Sydney. The artefact assemblage could provide an insight into the daily lives of those living and working at the asylum that may not be available from any other resource. As such the site has the potential to reveal a rare insight into Sydney's colonial past.

The archaeological resources in the Benevolent Asylum site, if present with good integrity, would meet the threshold for state significance.

Criterion (g) an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area);

The Benevolent Asylum, together with other benevolent institutions in Sydney, are representative of the treatment and housing of the infirm and destitute during the nineteenth century. However, as the first of its type, physical remains of the Benevolent Asylum would provide an insight into the treatment of the destitute and infirm that has not been available from other sources.

The Site satisfies the criterion at a State level.

6.2 Statement of Archaeological Significance

The potential archaeological resource of the YHA precinct at Central Station has the potential to provide information to contribute to research themes associated with the development of colonial Sydney. In addition, the archaeological resource has the potential to enhance an understanding of the early site formation processes and landscape modifications, as well as the historic development of the local area from the early nineteenth century.

Physical evidence of the Benevolent Asylum (c.1819- 1901), as well as artefact assemblages from occupation deposits (contained within cesspits or rubbish pits) may have the potential to provide an insight into the minutiae of daily life of inmates. Evidence from the archaeological resource such as personal artefacts, have the potential to be compared with assemblages from benevolent asylums in the local vicinity and beyond, particularly the Liverpool Hospital and Hyde Park Barracks, whose historic developments are inextricably linked with the Benevolent Asylum. This comparison would contribute to addressing research questions relating to the treatment of the infirm and destitute through the operations of benevolent institutions as well as the material culture, social interactions and living conditions of such sites.

The potential archaeological resource within the YHA precinct, if present with good integrity, is likely to have a high level of research potential and would meet the threshold for state significance (Figure 6.1).

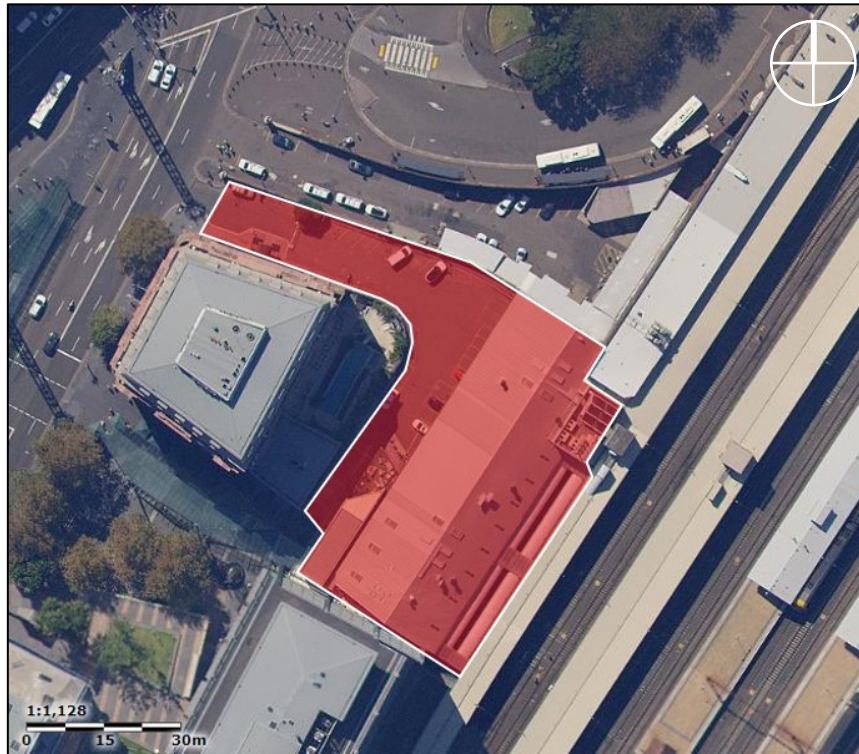


Figure 6.1 Aerial of the Site, identified as having high archaeological sensitivity and state significance (<https://maps.six.nsw.gov.au/>).

7 Archaeological Research Design

Archaeological remains can enhance the historical record and as such make a contribution to an understanding of the history and settlement of a local area. The proposed development at 8-10 Lee Street, Haymarket will have an adverse impact on the potential archaeological resources of the site; the excavation of two basement levels beneath the YHA will likely remove the resource entirely in this area. As identified in this report, if present with good integrity, the archaeological resource has high research potential and has been assessed as having state significance. Although the preferred management strategy is to retain archaeological resources in situ, a proposed development makes this option impossible, in which case an archaeological strategy for managing the archaeological resources must be developed; an archaeological research design.

The methodology and proposed research questions provide a framework for archaeological investigations and for the analysis of the results and the management of the artefactual material recovered from the excavations.

7.1 Research Questions

The archaeological resources of any site are finite but have the potential to provide insights into everyday life that are not available from any other resource. To ensure that the research potential and significance is realised, archaeological investigations undertaken anywhere in the Site should aim to address substantive research themes.

Landscape & Environmental Archaeology

- *Is there surviving evidence of the early local environment; early soils, fossil pollens and seeds?*
- *Is there surviving evidence of early land-use practices and what can this evidence tell us about the modification of the original landscape?*

Structural Design and Material Culture

- *What can the construction techniques, size, layout and form of buildings associated with the Benevolent Asylum tell us regarding their period of use and areas of activity?*
- *What can the contents of occupation deposits from beneath floors, wells, rubbish and/or cess pits (if present) tell us about the operations and practices of the Benevolent Asylum and the daily lives of its inmates, that may not be available from other sources?*
- *What can the artefact assemblage tell us about the minutiae of everyday life for the people working and living at the Benevolent Asylum? What do they tell us about population densities, gender and class?*
- *What information can be gleaned from a comparative analysis of the artefact assemblage of the Benevolent Asylum with artefact assemblages from similar sites? What are the similarities and differences in the nature of the artefactual material?*

The above research questions are specific to the site and will inform the procedure for recording the archaeological resources during excavation, the recovery and storage of artefacts and provide a framework for the excavation. In addition, new questions are likely to arise during excavation and / or during the post-excavation analysis, which may provide additional insights into different aspects of the site that may not have been previously considered.

7.2 Archaeological Management

The day to day management of the archaeological excavations will be undertaken by Secondary Excavation Director, Lian Ramage. However, as the potential archaeological resource will meet the threshold for state significance, the Primary Excavation Director (ED), Jennie Lindbergh, will attend the site in accordance with the integrity and significance of the archaeological remains and with Heritage Council requirements. This will ensure that significant archaeology is managed in accordance with Heritage Council requirements.

Key members of the team will include Guy Hazell, surveyor, who will set out the site grid, and survey all site features to contribute to the overall plan of the site in its entirety. Victoria Cottle and Madeleine Rodwell, AMBS Historic Heritage Consultants, will be assisting both the Primary and Secondary EDs in the day to day management of the site.

The archaeological investigations program will comprise:

- Testing and monitoring slab and overburden removal to determine the extent, integrity and potential significance of the underlying archaeology (Section 7.2.2).
- If archaeological remains are present with good integrity, open area stratigraphic excavation would proceed to salvage all archaeological remains within a defined area (Section 7.2.3).

7.2.1 Heritage Induction

AMBS will prepare a document that addresses the project scope, identifying the sensitivities of the site and the relevant heritage requirements of the project and will be presented to all on-site personnel. The induction will be approved by the Primary ED and presented by the Secondary ED to all on-site staff prior to excavation. It will be an illustrated, easy to understand hard copy outlining the main points and procedure, including:

- Description of the nature and heritage significance of the anticipated archaeological resource
- Understanding of the unexpected finds procedures
- Repercussions of any breaches to the approved archaeological strategy
- Maps showing location of anticipated archaeological features
- Photographs of the types of anticipated archaeological features

Additional toolbox meetings will be given each day, as required, to provide an overview and management of the anticipated archaeological resource for that day and in the event of unanticipated relics or features being exposed.

7.2.2 Archaeological Testing & Monitoring

Archaeological monitoring will be undertaken in all areas where ground breaking activities will occur. Mechanical removal of the basement level concrete slab of the YHA and overburden, will be monitored by Secondary ED. If there are no underlying archaeological resources, relics, features or deposits in the areas under investigation, the Primary ED will attend the site to confirm and issue a clearance certificate to inform the project team and proponent in writing.

Where archaeological remains with good integrity are exposed within the Site, open area excavation will proceed following removal of the overburden and once the area has been made safe to salvage the archaeological remains.

7.2.3 Open Area Stratigraphic Excavation

The extent that open area excavation will be required will not be known until the potential archaeology has been exposed with removal of slabs and overburden. Open area excavation will proceed once the site has been made safe. Initially, excavations will be directed by the Secondary ED, Lian Ramage, and assisted by Victoria Cottle and Madeleine Rodwell, AMBS Historic Heritage Consultants, in consultation and under the direction of the Primary ED, Jennie Lindbergh. The team will likely comprise up to 15 archaeologists, though this may increase or reduce in accordance with the site archaeology.

Excavation will be in accordance with the following methodology to ensure that all significant archaeological relics, features and deposits are appropriately managed and recorded:

- Site datum and grid will be established for the entire subject area in order to record all deposits, features and relics
- Occupation or underfloor deposits, if present, will be excavated within established grids and deposits below 100mm will be excavated using arbitrary spits or stratigraphic layers if identified and wet sieved
- Cess pits and rubbish pits will be excavated along tip lines (if identifiable)
- All footings and remains of built features and relics identified will be recorded using archaeological best practice, including:
 - All information regarding the location, dimensions and characteristics of all recorded archaeological features and deposits will be recorded on pro-forma context sheets
 - Digital photographs including JPEG and RAW of cleaned features
 - Scale plans
 - Elevations of features, if relevant
 - Photogrammetry, if relevant
- Sequential numbering of features and deposits to facilitate the preparation of a Harris Matrix and artefact labelling
- Preparation and development of a Harris Matrix, to show stratigraphic relationships between all recorded archaeological features and deposits
- All information regarding the location, dimensions and characteristics of all recorded archaeological features and deposits will be recorded on pro-forma context sheets
- Soil samples will be taken of significant soils which may provide further insight into the indigenous and introduced flora of the subject area and also the diet of the historical occupants
- Samples of bricks and mortar will be collected for individual structures should they be identified

Human Remains

If potential human skeletal remains or unmarked burials are located within the Site, all works would cease immediately. The police would be informed immediately as human skeletal remains come under the jurisdiction of the State Coroner and the Coroners Act 2009 (NSW). Under s 35(2) of the Act, a person must report the discovery to a police officer, a coroner or an assistant coroner as soon as possible. If the remains are historic, Heritage Council of NSW will be informed in accordance with s146 of the Heritage Act 1977 and a management strategy for the burial developed. Following Heritage Council approval for work to proceed, a forensic anthropologist/archaeologist with experience with excavating historic human remains would lead excavations.

7.2.4 Artefact Storage and Management

Artefacts will be cleaned, bagged and labelled in accordance with the archaeological context, and strategically sorted and stored at the AMBS office, Unit 14, 1 Hordern Place, Camperdown for

further analysis. Artefacts will be processed and cataloguing will be undertaken using a specially designed Access database in line with prior AMBS and other excavations, specifically as undertaken by Casey & Lowe Pty Ltd. This will be included in the final archaeological report. The management of the artefact analysis will be overseen by Primary ED, Jennie Lindbergh, with assistance from the Secondary ED, Lian Ramage. Specialists will be engaged to provide advice on specific artefactual materials.

A lockable storage facility on site would be preferable for artefact storage during archaeological excavations. Initial post excavation storage of artefactual materials will be located at AMBS offices where recording and analysis will take place. Once the archaeological post excavation programme is completed the care, safe storage and management of all artefactual material is the responsibility of the proponent, Atlassian in perpetuity. Future management of the collection will be discussed with Heritage Division and the proponent and an appropriate repository identified in the post excavation reporting as per standard permitting conditions.

7.2.5 Final Archaeological Excavation Report

At completion of the archaeological investigation program, a final excavation report will be prepared, detailing the results of the fieldwork and post-excavation analysis. The report will be prepared in accordance with current heritage best practice and the requirements of a standard excavation permit

- An executive summary of the archaeological programme;
- Due credit to the client paying for the excavation, on the title page;
- An accurate site location and site plan (with scale and north arrow);
- Historical research, references and bibliography;
- Detailed information on the excavation, including the aim, the context for the excavation, procedures, treatment of artefacts (cleaning, conserving, sorting, cataloguing, labelling, scale photographs and/or drawings, location of repository) and analysis of the information retrieved;
- Nominated repository for the items;
- Detailed response to research questions (at minimum those stated in the approved Research Design);
- Conclusions from the archaeological programme. The information must include a reassessment of the site's heritage significance, statement(s) on how archaeological investigations at this site have contributed to the community's understanding of the site and other comparable archaeological sites in the local area and recommendations for the future management of the site.
- Details of how information about this excavation has been publicly disseminated, if relevant. For example, provide details about Public Open Days and include copies of press releases, public brochures and information signs produced to explain the archaeological significance of the site.

8 Managing the Archaeological Resource and Future Research

This HARD was prepared to assess the historical archaeological potential and significance of the Site at 8-10 Lee Street, Sydney. This assessment has identified that there is potential for archaeological relics to be present with good integrity and with the potential to be of state archaeological significance. The proposed development will remove all archaeological deposits; therefore, an archaeological excavation program is required to investigate and salvage archaeological relics, should they be present in line with *The Heritage Act 1977* and archaeological best practice.

Where there is an opportunity for inclusion of some of the artefactual material into the heritage interpretation for the project this would also require long-term care and management by Atlassian. Some examples of heritage interpretation methods include the re-use of excavated building materials, interpretative signage, and the display of a selected collection of artefacts recovered from excavations within the proposed development. Should substantial and significant structural remains associated with the Asylum be exposed, consideration should be given to redesigning the proposed building and integrating the in-situ remains into the site interpretation. An interpretation strategy will be developed post excavation should archaeological resources be present and materials salvaged.

The focus of research questions changes from generation to generation. Information gained during excavations, analysis of artefacts and the archaeology would make a significant contribution to on-going and future research for students, archaeologists and historians and as such, the information should be made freely available. This would include ensuring a secure and accessible repository for the artefacts, to be available for further research.

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